

AIR TRANSPORTATION PROPOSALS FOR THE TORONTO AREA
ENVIRONMENTAL ASSESSMENT PANEL

COMMISSION D'ÉVALUATION ENVIRONNEMENTALE
PROPOSITIONS DE TRANSPORT AÉRIEN POUR LA RÉGION DE TORONTO

BRIEFS SUBMITTED TO THE PANEL
AFTER
PUBLIC MEETINGS IN TORONTO
IN MARCH - APRIL 1990

MÉMOIRES PRÉSENTÉS À LA COMMISSION
SUITE AUX
RÉUNIONS PUBLIQUES DE TORONTO
DE MARS - AVRIL 1990

May/Mai 1990

Forward:

This document is a compendium of written comments received by the Panel after the scoping meetings held in Toronto from March 23 to April 2nd. The comments included consist of those which highlighted issues to be included in the Guidelines to be issued to Transport Canada for its use in preparing an Environmental Impact Statement (EIS).

Any letter which solely presented a statement of position regarding the proposal or any petition concerning the proposal have been passed to the Panel and deposited on the public file. Public hearings where people will be invited to present their views and opinions on the proposal will be held once the EIS has been reviewed.

Avant propos:

Ce document comprend un nombre de commentaires écrits reçus par la Commission suite aux réunions publiques tenues à Toronto du 23 mars au 2 avril dernier. Ne sont inclus dans le document que les commentaires qui identifiaient des questions ou préoccupations devant être incluses dans les directives qui seront remises à Transports Canada pour la préparation d'une Étude d'impact environnementale (EIE).

Toute lettre ou pétition qui n'avait que pour objet d'identifier une position vis-à-vis du projet a été remise à la Commission et déposée au dossier public. Les audiences publiques dont l'objet sera de permettre aux participants de présenter leurs opinions en ce qui a trait au projet n'auront lieu que lorsque l'EIE aura été examinée.

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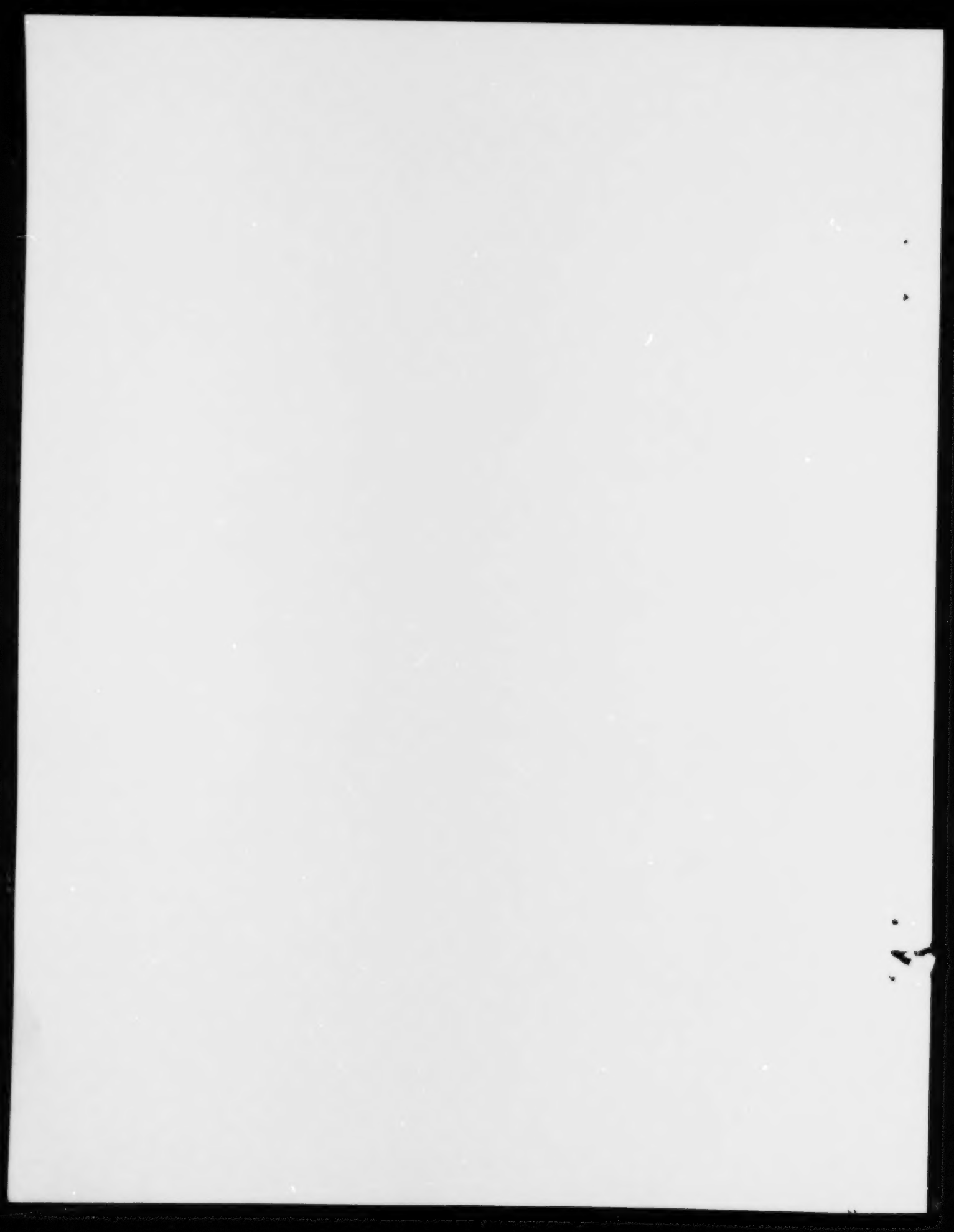
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Name: MR. & MRS. H. GILMORE

Address: 2 GROVETREE RD.
REXDALE. MAY 24 J.

Date: APRIL 9, 1990

Mr. Guy Riverin, Mr. Melvin G. Hagglund, Mr. Ross Gray, Mr. Peter Homenuck, Ms. Pamela M. Stokes

Dear Panel:

Re: Proposed Expansion of Pearson International Airport

We have lived in Etobicoke for ____ years. As a resident who wishes to enjoy our property and to sleep at night, we want all the panel members to know that we are against the expansion of Pearson International Airport for the following reasons:

1. We have been the only municipality to be promised by the Federal Government that Pearson would not be expanded and that another site would be chosen to build an additional airport.
2. The amount of noise today is unacceptable and it already poses a threat to my family's welfare.
3. The effects of long-term exposure to aircraft noise has been documented in many studies. The threat of expansion causes me to worry about my children's future, health, and education.
4. Our home's location is dependant upon the noise contour from three runway flight patterns. To alter this runway configuration could put my home into an area in which the federal government ruled in the 1970s "would be uninhabitable for human beings".
5. If the new proposal puts my home into an NEF of greater noise exposure, then I ask today - who will be responsible for the consequences?
6. Who will pay to compensate me when I am forced to put in new windows and better insulation?
7. Who will pay compensation to every resident who has lost enjoyment of his/her property?
8. Who will compensate homeowners for property devaluation?
9. Who will be responsible for my safety from the threat of a mid-air collision due to overcrowding in the skies?

In addition, already our air and water quality is impacted by operations at Pearson and its support ing road systems. The onus is on the government to prove to us that expansion of Pearson will not negatively impact our environment and I believe this is impossible.

By refusing this expansion, Transport Canada will be forced to:

1. Keep its past committment and developpe another airport which would economically and environmentally be very beneficial.

2. Force Transport Canada to provide alternative transportation to the public besides air, i.e. fast rail joining major systems in Ontario and Quebec. This would also be environmentally more sound.

It is important to look at Pearson's past record as far as the environment is concerned.

1. The management/government has never tested the effects of car and jet fumes on airport employees.
2. There is no legislative guidelines for maximum exposure to horrendous noise levels in order to protect the employees.
3. There is no monitoring or reporting of onsite air quality.
4. They continue (over the past 20 years) to dump glycol and chemicals directly into storm sewers and studies since 1979 clearly demonstrate that this has a negative impact on the water quality of Etobicoke and Mimico Creeks.
5. They do not have any effective noise abatement procedures. Full engine power take-offs create terrible "rollback" thunder.
6. It has only been in the last six months that they are giving the noise question any attention.
7. For years now Transport Canada has been assuring residents that it shares their concerns and promises that improvements are on the way. However, every time a deadline for improvements approaches that deadline is postponed.

After years of waiting, there still aren't any proper noise abatement officials, equipment or regulations. And still no collection of de-icing fluid.

In conclusion, Transport Canada has been quick to promise relief measures for noise, air and water pollution, but slower than a thawing iceberg in delivering.

I trust that as panel members you will make the right environmental decision and simply refuse Transport Canada's request to proceed with adding runways to an already overcrowded airport near densely populated communities.

Sincerely,

dm Gilmore

Please address your envelope to:

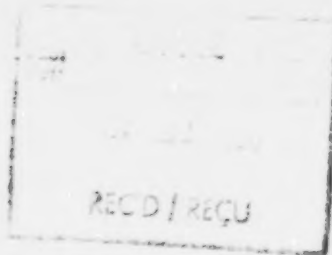
**Federal Environment Assessment Review Panel
13th Floor, Fontaine Building
Hull, Quebec
K1A 0H3**

3

**Tom A. Gladney
16 Treeline Ct.
Etobicoke, Ontario
M9C 1K8**

April 16, 1990

Mr. Guy Riverin
Environmental Assessment Panel
13th Floor
Fontaine Building
200 Sacre-Coeur Blvd.
Hull, Quebec
K1A 0H3



Dear Sir,

I have just read a special edition of the Marklander, the community newsletter of Markland Wood, the neighbourhood in Etobicoke in which I reside, just south of Pearson International Airport. The newsletter deals with the issue of airport expansion in a comprehensive, objective and informative way; it is really very well done and I commend it to your attention.

The issue of airport expansion is, like so many other issues where commercial and social/environmental issues cross, difficult to decide on. There seems to be a Darwinian inevitability to 'progress' of this type.

I support the effort to stop runway expansion at Pearson. Unfortunately my support must be qualified by a feeling of that inevitability. I support attempting to stop any runway expansion, but that is in order to achieve the lesser goal of having the airport run with some of the same strict rules of operation that are mentioned in the report as being in place in other North American airports.

If Pearson International could be operated within the prescribed hours, with proper guidance equipment to allow steeper descents, with restrictions on aircraft to pollution-free types, with enough qualified controllers, and with the will to provide safe, efficient and environmentally sound service, then I would be happy.

Unfortunately, as with other aspects of our political and social value system, I do not have confidence that that will is present. I urge **you** to have that will that I feel is not generally available today.

Yours truly,

Tom A. Gladney

4

WALTER S. BISHOP

555 Burnhamthorpe Road, Suite 212
Etobicoke, Ontario M9C 2Y3
Telephone: (416) 621-3515

April 12, 1990.

Mr. Greg Philyk,
Federal Environmental
Assessment Office,
7548 Bath Road,
Mississauga, Ontario.
L4T 4E5

Dear Mr. Philyk,

RE: PEARSON INTERNATIONAL AIRPORT EXPANSION

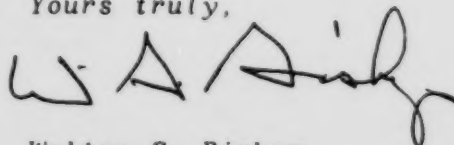
I would like to take this opportunity to express my strong support for the airport expansion. The only concern should be that the work be done soon and in the best manner possible for all concerned. Regardless of the future consideration of relocating Pearson International (which would take 10 to 15 years and cost billions of dollars), the current traffic and safety requirements rule out any question of not expanding the airport at this time.

There are a number of people who don't want the airport expansion. They don't want the airport period. They are the same people who don't want roads, or senior citizen homes next door or jails in their towns. These people do not realize that such services are necessary to live by. No one who is complaining about the noise and pollution was ever forced to live where they do and their bleatings are hollow. The value of property in the surrounding area has increased steadily, without fail, since the airport opened over 50 years ago.

Pearson International Airport is a vital organ of this area and should be treated as such. The additional runways are necessary for safety reasons and will improve the noise pollution by allowing better scheduling of flights. We also know that each year brings new technological advances which decrease aircraft noise.

I am in full favour and support of the Pearson International Airport expansion.

Yours truly,



Walter S. Bishop.

April 12, 1990

Mr. Guy Riverin
Environmental Assessment Panel
Reviewing Air Transportation
Proposals for the Toronto Area
13th Floor, Fontaine Building
200 Sacre-Coeur Blvd.
Hull, Quebec K1A 0H3



Dear Mr. Riverin:

We have recently been informed by Markland Homes Association that Transport Canada and the Pearson Airport General Manager jointly approved a plan to add new runways to the Lester B. Pearson International Airport and to increase the current airport traffic from 70 flights to 130 flights an hour with an extended flight schedule between 6:00 a.m. and 10:00 a.m. effective August, 1990.

As Markland Wood residents, my wife Ana and I strongly protest the Airport extension plan and consider both Transport Canada and the Airport General Manager responsible for any personal damages we may be exposed to due to this plan. Currently, our son Kurt, aged 2, and our daughter Melodie, aged 9 months, are suffering from sleepless nights due to excessive aircraft noise at night. We are afraid that with increased traffic and the extended night time schedule, our children may develop physical and psychological health problems related to excessive aircraft noise, especially at night.

We would be grateful if you would reconsider the implementation of your current proposal and find an alternative solution to reduce airport congestion in order to prevent significant psychological and physical health damage to Markland Wood residents.

Yours sincerely,

G. Biray

Dr. G. Biray
20 Conifer Drive
Etobicoke, Ontario
M9C 1X4

cc. Mr. Michael Wilson, Minister of Finance
Mr. Doug Lewis, Minister of Transport
Mr. Lucien Bouchard, Minister of Environment

April 23, 1990

Mr. Robert Connelly
Chairman
Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Connelly:

I understand from recent articles in the local papers that you are heading a panel looking at the need for additional runways at Pearson International Airport. The Minister of Transport proposed the construction of these runways to help to help ease congestion problems at the airport.

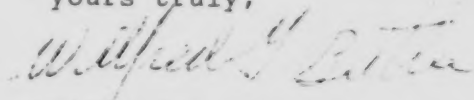
A number of businesses have been reported as supporting the need for improvements and some residential organizations have objected to construction of more runways or any growth in air traffic.

My wife and I moved to Etobicoke in 1957, approximately 33 years ago and bought a house in the Kipling-Dixon area. We chose to move here because of affordable housing and the access to major highways, schools, etc. Having lived under the flight paths we are aware of the proximity of the airport but can say that the noise factor has not been a problem with us at present.

We have raised four children and have all been completely happy with the lifestyle that this neighbourhood has provided. We feel that the value of our home has increased at the same rate as those in the rest of Metro.

Many of the original homeowners still live in this area, Westway Village, because of the convenience to work and travel and you may wish to tap this alternative information of homeowners in this area surrounding the airport.

yours truly,



Wilfred G. Butler
23 Templar Drive
Etobicoke, Ontario
M9R 3C6



Name: MRS Stella COLAGIACOMO
Address: 7 GROVETREE Road. (Rendale, Ont.)
Date: April 9/90
M9V 2Y2

Mr. Guy Riverin, Mr. Melvin G. Haggan, Mr. Ross Gray, Mr. Peter Homenuck, Ms. Pamela M. Stokes

Dear Panel:

Re: Proposed Expansion of Pearson International Airport

We have lived in Etobicoke for 4 years. As a resident who wishes to enjoy our property and to sleep at night, we want all the panel members to know that we are against the expansion of Pearson International Airport for the following reasons:

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In conclusion, Transport Canada has been quick to promise relief measures for noise, air and water pollution, but slower than a thawing iceberg in delivering.

I trust that as panel members you will make the right environmental decision and simply refuse Transport Canada's request to proceed with adding runways to an already overcrowded airport near densely populated communities.

Sincerely,

Please address your envelope to:

**Federal Environment Assessment Review Panel
13th Floor, Fontaine Building
Hull, Quebec
K1A 0H3**

ETOBICOKE HOME AND SCHOOL COUNCIL

April 10, 1989

Mr. Robert Connelly
Chairman Environmental Panel
c/o Federal Environmental Review Office
7548 Ball Road
Mississauga, Ontario

Dear Mr. Connelly and Panel:

As representative for 2,000 parents and members in Etobicoke, I am writing to express our concerns on the environmental and socio-economic implications of Transport Canada's plans to accommodate increased demands for air services at Lester B. Pearson International Airport.

We live in the direct area affected by L.B.P.I. Airport, and are concerned about the air and water pollution, noise and vibration problems already associated with the present usage of L.B.P.I. Airport. For you to consider increasing the activity at the present facility is irresponsible. We have heard no responsible long term plan for aviation in Southern Ontario and wonder what the government is doing with the land they own in Pickering. Where is the leadership and the vision expected of this government? Why can't charter and freight flights land elsewhere? What has Transport Canada done to ensure aircraft emission from aircraft are of a lower level especially on landing and departing? Some days Etobicoke smells as though airplane fuel has been dumped over it! What is being done about recovering de-icing solutions which end up in our water systems? Already resident families are developing 'stress' with frequent health complaints and allergies. What more will increased noise and pollution do to young growing bodies. Can we send our children out to play when the air outside is worse than that inside an airplane? We already have the noise and pollution from railways, expressways, incinerations and industry that small centres do not experience. Deposits of PCP's at Consumers Glass and Ontario Hydro and lead in the soil in high industrial areas already threaten our children's future.

Our schools are struggling to cope with an influx of children who do not speak English and who do not need the extra problems of noise pollution when trying to learn. The noise and frequency of night flights is already unacceptable and we are concerned about the monitoring, enforcement and penalties for curfew offenders. There is not an acceptable vehicle for resident complaints addressing problems with the airport. We are concerned that the number of air traffic controllers has not been properly addressed, safety in the skies over our city has not been a priority and efficient management of the air terminal buildings re customs, baggage handling and traveller information has a long way to go before meeting present needs.

Page 2

April 10, 1990

We urge you to not take a short term view and bring us all to this same point 10 years down the road, but to realize the overwhelming problems and help to make a long term satisfactory solution for Southern Ontario.

We thank you for the opportunity to express our concerns and will continue to monitor the activity at L.B.P.I. Airport.

Thank you

Mrs Sharon Baptista

Mrs. Sharon Baptista
President for
Etobicoke Council of
Home & School Associations

32 Twyford Road
Etobicoke, Ontario
M9A 1W1
232-0630



TECHNICAL SERVICE COUNCIL

ONE ST. CLAIR AVENUE EAST, 10TH FLOOR, TORONTO, CANADA M4T 2V7
TEL (416) 966-5030 FAX (416) 966-6253

April 5, 1990

Mr. Robert Connelly
Chairman Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Connelly:

Delays at Pearson International Airport have reached such a serious level that not building the proposed two new runways is unthinkable. Because of delays, we have had our directors and executives sitting on the ground at other airports or holding in flight for hours. On other occasions, departure delays at Pearson have caused our people to miss meetings in other cities. The end result has been a reduction in productivity and an increase in costs at the very time when we are striving to be competitive and when competition from foreign firms is intensifying.

Our clients are avoiding making connections in Toronto, and prefer to go through other cities. Those a few hundred miles away now seek other methods of transportation or use satellite airports like Toronto Island and Buttonville. Convention organizers from the United States deplore Pearson and say they will not come to Toronto until the situation is improved.

High costs and congestion are already causing Toronto companies to leave the city. Our client companies are finding difficulty in recruiting staff to live in Toronto. Pearson's congestion simply worsens this situation.

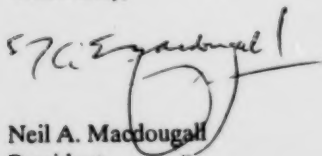
For too long, the public's huge investment in the airport has been devalued because of noisy complaints from people who bought houses near the airport long after the airport was constructed. As planes have become quieter, more houses have been built closer to the airport, adding to the complaints. The entire travelling public and the taxpayers who funded the airport should not be held hostage by a relative handful of people who moved near an airport which has been there for many, many years.

Transport Canada's separation procedures, its reluctance to respond to pilots' suggestions and the low runway utilization have all worsened Pearson's value.

The addition of the two runways would marginally reduce habitat for horned larks, owls and other wildlife, but Transport Canada procedures are already designed to discourage their living on airport property.

We urge you to approve the proposed two new runways without delay.

Yours truly,

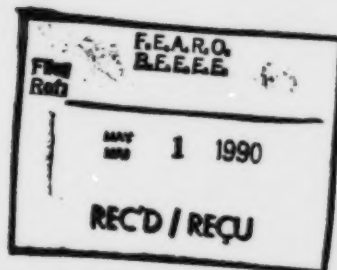

Neil A. Macdougall
President

NAM/da



KITCHENER
CHAMBER OF
COMMERCE

P.O. Box 2367, 67 King Street East, Kitchener, Ontario Canada N2H 6L4 (519) 376-5000



April 17, 1990

Environmental Assessment Review Panel, Pearson International
13th Floor Edifice Fontaine
200 Sacre Cover Blvd
Hull, Quebec
K1A 0H3

The Kitchener Chamber of Commerce represents the interests of 950 Kitchener businesses, large and small, local and national.

We are vitally interested in seeing Pearson International Airport continue as the main national and international air transportation centre for Southern Ontario. Pearson must be expanded to ensure that it, and thus the economic well-being of southern Ontario stays competitive with adjacent international airports such as Detroit and Buffalo.

We do not view the expansion of Hamilton, Buttonville or other local airports as a viable alternative to ensuring that Pearson is improved so that its efficiency and effectiveness, as the primary national and international air terminal, is enhanced and maintained.

The Kitchener Chamber of Commerce will address its concerns to the Panel more fully at an appropriate future time, and we would appreciate your assistance in keeping us fully informed of the Panel's work.

Sincerely,
KITCHENER CHAMBER OF COMMERCE

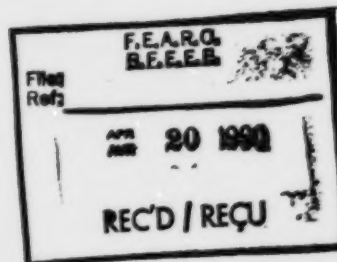
Signature

William Kennaley
Government Policies Committee

WK/mc

April 3rd, 1990

Mr. Guy Riverin,
FEARO,
Fontaine Building,
200 blvd. Sacre-Coeur,
13th Floor,
Hull, Quebec
K1A 0H3



Dear Mr. Riverin,

Please find enclosed our final report from Transport 2000 on proposed medium term measures to resolve air traffic congestion problems at Pearson International Airport.

This report entirely updates and replaces information presented to the board on March 23. I understand from Gordon Woodmansey, that there were some errors in the original presentation which have since been corrected.

We are in the process of translating this report into French and will forward this to you in due course. The original version presented to Shirley Martin on March 23rd, has been corrected and included here. I trust this will be helpful, and where there is any way I may be of further assistance, please do not hesitate to be in touch. Our number here at the National Office is 594-3290.

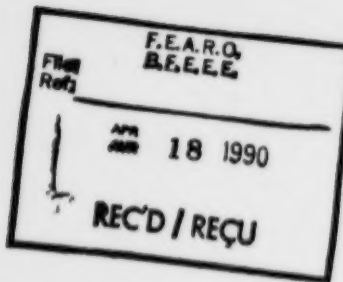
Very sincerely yours,

Chris

Chris Holloway
National Director
Transport 2000

April 10, 1990

Transport 2000
22 Metcalf St.
P.O. Box 858
Station B
Ottawa, Ontario
K1P 5P9



Guy Riverin
Executive Secretary
Environmental Assessment Panel
Reviewing Air Transportation Proposals for the Toronto Area
13th Floor, Fontaine Bldg.
200 Sacre-Coeur Blvd.
Hull, Quebec
K1A 0H3

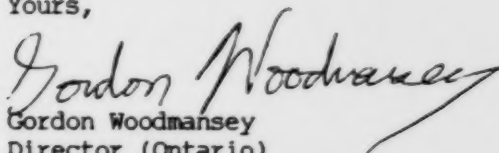
Dear Mr. Riverin,

Here is the report "Potential Environmental Impact of Increased Emissions Related to Proposed Medium-Term Measures" to do with the air traffic congestion problems in the Toronto Area. Transport 2000 hopes the report is satisfactory, and meets the contractual arrangements we made.

Transport 2000 would have gone into further details about the issues raised in this report; however, only one month was allowed for the research. Transport 2000 wishes to be informed of future developments at Pearson Airport and would like to continue our involvement in the environmental assessment. If further research is to be done, or our advice is need do not hesitate to call upon us. Transport 2000 has learned a great deal from writing this report and wishes to further our understanding of the environmental impacts of all modes of transport.

Thank you for your faith in Transport 2000 in giving us this research contract. We hope to work with you again on upcoming issues concerning the environment and transportation.

Yours,


Gordon Woodmansey
Director (Ontario)
Transport 2000 Canada

P.S. La traduction est de Jacinthe Mathieu (Tel.: 770-6900)

Toronto's Airports
Solutions to a Crisis
Transport 2000 Ontario

Since 1983 the number of flights in Canada has risen from 1.2 million a year to 1.6 million in 1988. This represents a 31 percent increase in flights, or about a 6 percent increase a year. The air mode carried 17.1% of all public transportation intercity travelers in 1970, in 1985 air carried 35.7 and by 1990 its expected to carry 39%. Most of this increase has come at the expense of bus and rail. Since 1/3 of all Canadian flights go through Pearson the pressure has become severe at this key airport.

At Pearson and other large Canadian airports there have been many problems created by the rising number of aircraft movements. This increase in operations was created by several forces: a strong economy, airline deregulation spawning the creation of hub and spoke systems serving the international airports, a large increase in air freight, and some increase in international flights. These increased demands were predictable from the U.S. trends following their deregulation. The Federal Government has been unwilling to face the problems created by these trends and now they have become a crisis. A two pronged solution may eliminate these difficulties.

The first part of the solution involves inducing the demand for runways to fewer, larger more economical aircraft and the second part moves much of the short haul demand onto ground based rail and bus transportation.

Pre-deregulation allocation of Pearson's facilities was governed by historical operations (An operation involves landing, unloading, loading and taking off again). If one carrier had 20 operations a day it could retain those 20 operations. The Government provided sufficient resources to support this demand. If the carrier wanted to add a flight it had to seek government approval to do so. Still, before deregulation the system was approaching capacity. The old pre-deregulation system was based on grandfather rights.

To understand the current situation and seek a solution a number of aspects of the problem must be examined: the capacity constraints, the traffic demand and trends, possible solutions related to controlling the demand and reducing the constraints.

Capacity Constraints

1. One runway has a capacity of 40 to 45 operations per hour; topography, climate and sophistication of the instrument landing systems determines the actual capacity. The number of operations can be lower depending on aircraft mix; a mix of large and small aircraft requires longer headways because of different flying speeds and turbulence problems. Headways are the time between aircraft landing or taking off on the same runway;
2. Two parallel runways operating independently have a total capacity of 80 to 90 operations an hour;

3. A third runway currently proposed to parallel the two existing east west runways, would add about 10 to 15 operations an hour. This third runway, between the existing two runways, would not be able to be run independently from the other two, thus it doesn't add nearly as much capacity;

4. Number of air traffic controllers currently required for two runways running dependently is approximately 16 for maximum capacity at any time. Two independent parallel runways need 25 to 32 depending on the sophistication of the controller's equipment. Current number of air traffic controllers available - about 16.

Traffic Demand

1. Current demand for operations at Pearson exceeds 120 per hour at the peak hours in the early evening. This demand is a mix of scheduled carriers, small commuter aircraft, corporate jets and freight aircraft;
2. Current schedules require 80 to 85 operations an hour;
3. Capacity capped at 70 operations an hour.

Some additional comments should be made about the nature of the air traffic demand. There are only two real peaks in operations - morning and evening - for most of the rest of the day no capacity problems exist. Average number of passengers per plane at Pearson is 75, at Heathrow, London, England, 175. Pearson handles far fewer people than Heathrow per operation; it isn't unreasonable to lower the number of operations and maintain much of the service. No surcharges are applied for the use of runways during peak periods at Pearson. Some current operation fees at Pearson are: international Boeing 747 flight \$1,900; Dash 8 domestic flight \$60; and propeller freight \$0.00. There are other fees for fuel, terminal space, etc.

Airline schedules are published months in advance making demand easy to calculate. Passengers confirm their reservations days in advance. Thus, the commercial passenger demand can be predicted and controlled weeks in advance of its occurrence. The air freight operations and charters are somewhat less predictable. Only three problems complicate scheduling: poor weather, mechanical problems and delays at other airports. Usually these random factors play only a minor role in scheduling operations with modern well maintained jets.

Air Side Controls

New emergency runway regulations have been announced by the federal government limiting the number of aircraft movements at Pearson to 70 an hour. This provides a 15% cushion for unpredictable operating conditions. These regulations have brought protests from the private, corporate, freight carriers whose flights are given a lower priority than the passenger carrying aircraft. The general and freight fliers have been arguing for years that the economic value of their service goes unrecognized. Under the new regulations they are suffering because of a limit of four operations an hour at the peak periods.

Operating by regulation or edict was supposed to be replaced by the market place in the new deregulated environment. Maximizing return on investment is supposed to be the method of eliminating shortages and allocating scarce economic resources. Deregulation meant the market

controls the volume of air traffic while the government controls safety and insures financial responsibility. Deregulation has removed the controls on flights allowing the increase.

The rapid increase in flights appears to be caused by:

1. Canadian Airlines International trying to match each Air Canada flight with one of its own, this has changed somewhat since the takeover of Wardair by Canadian Airlines International;
2. The increase of small prop and jet aircraft used to support the short haul (200-300 km) hub and spoke operations in Southern Ontario, both Air Ontario and Ontario Express have been expanding their operations;
3. Increases in freight and charter air operations, four new charter carriers have started operations from Toronto in the last year;
4. New air carriers in the Toronto market;
5. An increase in international traffic. Air Canada recently started to fly to Portugal and Spain, Thai Airlines now flies to Toronto etc.

All of these flights are economic to the operator if it can find sufficient passengers and freight to pay its direct and indirect costs. The costs of delays inflicted on both the competing air carriers and the travelling public by adding new flights, are of little concern and consequence in the individual airlines calculation of costs or profit.

Considering that the demand for flights comes in peaks it maybe possible to flatten the curve. One has to ensure the fairness of the system employed for doing this. It should not discriminate against any carrier nor the operation of any type of aircraft. It should be equally fair to new operators entering the market and older established operators. Marketing the runway capacity would accomplish this.

Marketing runway capacity like any other scarce resource would cause the airlines to consider the costs of delay. Capacity should be made available to the companies that submit the X highest bids for the use of the runway space in each hour, with the highest bidder having the right to the first choice of the time slots within the hour bid. The total of X would be determined by the capacity of the airport, in Pearson's case one would have a X of 70. This would allow all users to determine the value to their customers of using a specific operating time. Also the peak and valley tendency of demand for runway time will be flattened out. The market would allocate who has the right to use the runways.

The minimum fee for a operation at Pearson should be set to cover the operating costs for servicing that aircraft. This maybe, on average, over the \$1,900 charged for international Boeing 747 flights. It maybe in line with the approximate European average operation fee of \$5,000. The bid for a peak runway slot should come above the minimum operating fee. A slot should be purchased for a 12 month period, with 1/4th of the bids opening every 3 months. This would ensure that if a airline lost some of its slots in particular period it would still be able to allocate its important flights to its remaining slots. This also means that expanding airlines would be able to buy new slots every three months. This system can be applied to all Canadian airports or just those that are reaching their design capacity.

Such as system should be phased in preventing bankruptcies and excessive hardship for some carriers. The industry must have time to adapt to the new regime.

Only when the runway user fees provide sufficient funds to pay the capital costs of expansion would a new runway, terminal or higher capacity flight control system be acquired. This would soon determine the relative value of using Pearson or another airport. It would also start to put air travel on a level playing field with other modes of intercity travel.

This system of allocating runway space has been discussed in detail in technical papers published in "The Logistics and Transportation Review" published by the Faculty of the Department of Commerce and Business Administration at the University of British Columbia.

With this system of runway allocation, large aircraft carrying large passenger or freight loads would have the revenue to obtain landing rights over less revenue producing flights. This method of allocating space would permit larger numbers of passengers to be served in fewer larger aircraft. The airlines would also be in a position to control their costs of delay while serving the interests of the maximum number of passengers. Marginal revenue flights would be routed to airports where runway costs are within the operators budget. Some charter operators may optimize their net revenue by flying from Hamilton while smaller commuter service may find Toronto Island or Buttonville most cost effective.

The net effect is a economically rational allocation of scarce airport runway capacity and investment funds to the most cost effective user.

The above on its own will reduce demand at Pearson Airport and other large airports. However the demand for flights will increase as our economy and tourism habits go international. One must then consider the 'international' nature of the airport. Much of the current demand has been created by short haul flights. Since the increasing demand for long haul flights are expected to preempt runway capacity much of the short haul traffic could be moved to high speed rail.

The late 1988 schedules released by Air Canada and Canadian Airlines International identify 39 flights arriving and departing between 17:00 hrs and 19:00 hrs between Toronto, Ottawa and Montreal. Adding in London, Ontario, the total becomes 47 or 23 operations an hour. The total number of people delivered by these flights one way is approximately 1500 assuming 75% load on a typical commuter jet. With capacity set at 70 flights an hour a reduction of 23 flights would have a large impact on Pearson's operations.

These shorthaul passengers could easily be carried by high speed rail. High speed rail would allow much faster downtown to downtown commuting. The time from Toronto to Montreal, Ottawa or London could be as little 2 and 1/4 hours assuming a true high speed link. These 1500 or so people an hour could be carried by two 11 car VIA LRC trains. A rule of thumb for changing modes from air to rail can be: if any place that was served or could be served by an overnight train in the 1940's could now

possibly be served by high speed rail with a travel time of under three hours.

PICKERING AIRPORT

The Federal Government has identified a site for a new airport in Pickering. The cost of this airport will be over \$1 billion. This new airport would asphalt a vast area of good farmland. The new facility would create a demand for new 400 series highways, arterial roads, and various associated developments. A new town is also proposed for the area.

Connecting flights between Pearson and Pickering would be poor. People traveling from JFK in New York to LaGuardia know how much of a headache this can be. One would have to take the 407 across north Toronto, which would be unreliable. The cost of building a rail link between the airports would be prohibitive. Making a connecting flight would only add to the confusion in the sky.

Hamilton airport sees very little business. It can be used for the charter, commuter and freight flights that rail or bus can not serve. Some of the services can also be moved to the Toronto Island and Buttonville airports at much more reasonable costs of maybe \$200 million. Toronto Island airport could double its capacity without doing severe harm to the environment.

A second international airport at Pickering isn't needed now. Before such a airport gets built we should try the suggestions given above to maximize the current capacity for moving goods and people.

ISLAND AIRPORT EXPANSION

The proposed Island Airport expansion would create great pollution and noise problems in Toronto. A number of serious issues should be raised.

The expansion of the main east west runway cannot occur into the harbour. It must be pushed into the lake. The expanded runway would end approximately due south of the Ontario Place Forum 180 meters offshore (closer if the taxiways are considered). This would make the Forum unusable. Not only that a huge amount of engine emissions would be produced near Ontario Place, ruining the atmosphere of the park, this runway would also create a hazard to navigation.

Typically the north south runway at Pearson has to be used 5% of the time, the Island Airport experiencing the same winds would have to use its north south runway about 1 day in 20. There are no expansion plans for the north south runway. When the winds are blowing strongly in a north south direction the small jets will be rerouted elsewhere - probably Pearson. Pearson, as noted can't handle the traffic, especially when it only has one north south runway. This will also create major problems for the airlines, occasionally they will find their planes at Pearson and their passengers at the Island. What will they do then? They will call for an expanded north south runway. This new runway would cross the lagoon to the south of the airport and almost get to the filtration plant. The jets taking off or landing from this strip would

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fly directly over a number of neighbourhoods from the Queen West and Ossington to Black Creek and Eglinton West Ave.

One must also consider the long term viability of these short haul flights to be served by this expansion. A small recession or a large increase in fuel costs would make many of these short haul flights unprofitable. We should not expand these facilities in the light of these two weaknesses.

Expanding the Island Airport will not solve many problems. It will ruin Ontario Place and in time some Toronto neighbourhoods.

SUMMARY

Currently the Southern Ontario public transport system is not optimized for the most financial, energy and environmental efficient method of moving people. Before any attempts are made to expand airports the solutions of marketing runway time and improved rail service should be considered. Send short haul travelers by rail or bus and free up our airports for the long distance traveller who must fly.

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**REPORT TO THE FEDERAL ENVIRONMENT ASSESSMENT REVIEW OFFICE
ON THE PROPOSED MEDIUM-TERM MEASURES TO RESOLVE
AIR TRAFFIC CONGESTION PROBLEMS IN THE TORONTO AREA**

**POTENTIAL ENVIRONMENTAL IMPACT OF INCREASED EMISSIONS RELATED
TO
PROPOSED MEDIUM-TERM MEASURES**

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EXECUTIVE SUMMARY

Increased air traffic in Southern Ontario has led to congestion and delay for passengers and cargo passing through Lester B. Pearson International Airport (LBPIA). Recommended medium-term measures to relieve congestion at LBPIA involve the construction of two new runways. A greater volume of air traffic at LBPIA will be permitted by additional runways. The potential impact on the environment from increased aircraft engine emissions is the focus of this report.

Combustion of aircraft fuel creates engine exhaust emissions including carbon dioxide (CO₂), carbon monoxide (CO), oxides of nitrogen (NO_x), hydrocarbons (HC), and particulate matter. These gases impact on the environment at the local, regional, and global scale. At the local level, these pollutants [HC, CO, and O₃ (from NO_x and HC)] can cause problems with human health and damage vegetation and buildings. Regionally, NO_x and O₃ are linked with crop damage and forest decline. Both CO₂ and NO_x are radiatively active "greenhouse" gases. It has been predicted that increases in atmospheric concentrations of these gases may lead to a global warming. Additionally, NO_x extruded at altitude by jets reacts to deplete the ozone layer.

Calculations were done in the course of this study to quantify the emissions produced during aircraft operations, and to predict the increase in emissions which would result from greater air traffic with the addition of two new runways at LBPIA. The following are some of the results:

- On average, it takes 33 minutes for a single Boeing 747 to land, taxi to the terminal, taxi back out to leave, and take off. During these 33 minutes of engine operation, the 747 will produce as much NO_x as a 1988 car driven 160,000 km.
- For every kilometer travelled by an automobile driver, a jet travelling the same distance will produce three to four times the amount of NO_x per passenger.
- After runway expansion, one hour of jet traffic at LBPIA during peak travel periods will produce as many pollutants as one hour of peak traffic on a 45 lane wide Highway 401 across Metro.
- Every week there are about 100 B727 jet aircraft flying from LBPIA to Montreal. These jets produce the same mass of NO_x as 31,300 cars driving from Toronto to Montreal.

From this study it can be concluded that an increase in air traffic at LBPIA will have a significant local, regional, and global environmental impact. It is strongly recommended that the Environmental Assessment examine all aspects of emissions relating to increased aircraft operations resulting from the addition of new runways at Pearson.

INTRODUCTION

Increased air traffic in Southern Ontario, in particular at Lester B. Pearson International Airport (LBPIA), has led to congestion and delay in air traffic passing through LBPIA. Transport Canada has recommended the medium-term solution of construction of two new runways at LBPIA to address these problems (Transport Canada, 1990).

Potential physical effects of the proposed medium-term measures are the concern of this paper. Sub-sonic jet and turboprop aircraft fly out of LBPIA. Combustion of the aircraft fuel creates engine exhaust emissions of which the major pollutants contained are carbon dioxide (CO_2), carbon monoxide (CO), oxides of nitrogen (NO_x), hydrocarbons (HC), and minor components are sulphur oxides (SO_x) and particulate matter. Although all internal combustion engines produce these gases, airline engines cycle large amounts of excess air and hence are more likely to produce significant quantities of oxides of nitrogen. An increase in all emissions because of more air traffic permitted by additional runways may have a negative impact on the environment at local, regional, and global levels. The physical effects of these emissions and their magnitudes from aircraft operating out of LBPIA are examined in the following sections.

IMPACT OF AIRCRAFT ENGINE EMISSIONS ON THE ENVIRONMENT

Emissions from jet and turboprop aircraft either remain in the compound form which is emitted or may change their chemical structure. Some gases emitted from combustion of aircraft engines interact with other gas products, or may combine with naturally occurring atmospheric components, to form new compounds.

Anthropogenic emissions related to aircraft operations are of concern in relation to atmospheric change. Atmospheric radiative trapping, or "greenhouse effect", occurs where the radiatively active gases (greenhouse gases) absorb thermal infrared radiation, emitted from the surface of the earth. The amount of thermal radiation absorbed by the atmosphere is predicted to increase with an increase in the amount of radiatively active gases in the atmosphere, and cause a general global warming (Dickinson, 1986). Anthropogenically induced change in some emissions is also linked to an increase in the acidity of precipitation, and to a decline in stratospheric ozone (Dickinson, 1986).

Carbon dioxide (CO_2) stays in the atmosphere as a radiatively active, or greenhouse, gas, absorbing radiant energy at infrared wavelengths (Woodwell, 1978). CO_2 also combines with water to form carbonic acid (HCO_3), which gives rainwater its natural acidity (Press and Seiver, 1984). Oxides of nitrogen (NO_x) can permutate in many different ways. Several of these oxides of nitrogen combine with water to form nitric acid (HNO_3), which falls back to earth, increasing the acidity of precipitation (Crutzen and Graedel, 1986). NO_x combines with hydrocarbons (HC) in sunlight to produce tropospheric, or ground level, ozone (Russell, 1988). N_2O is also a radiatively active gas (Khalil and Rasmussen, 1988). Additionally, many atmospheric scientists suspect that N_2O is effective in depleting stratospheric ozone (Johnston, 1971; Ramanathan and others, 1986). The hydrocarbons (HC) and carbon monoxide (CO) are generated from the incomplete combustion of fuel (Crutzen and Graedel, 1986). CO has detrimental effects on

human health, and the hydrocarbons, in addition to contributing to ground level ozone, are often proven to be carcinogenic.

Local Effects

The products from aircraft emissions, discussed above, have a local impact on the environment in the immediate vicinity of the airport. Ground level ozone causes pulmonary irritation in humans when short-term exposure occurs to elevated ozone levels. There are also potential chronic effects from long-term exposure (Russell, 1988). Ozone also causes damage to ornamental plants and shrubs, rubber, paint, and to some plastics and dyes (Russell, 1988).

Hydrocarbons are carcinogenic. A study done at Pavlodar airport in the Soviet Union measured concentrations of benzo(a)pyrene in soil and snow at the airport and under traffic corridors. Higher than background readings of this carcinogenic compound were found on the airport grounds proper at Pavlodar, and under air corridors in the immediate vicinity of the airport (Shabad and Smirnov, 1972). CO also has detrimental effects on human health.

Regional Effects

Effects of emissions from combustion engines, including aircraft, are also manifested at the regional level. Damage to fish populations in North American lakes is related to an increase in precipitation acidity (Cowling, 1982). Forest damage and dieback is occurring in eastern North America. Decline of forest health cannot usually be attributed to a single cause, but rather to interactions among various factors (Schulze, 1989). Causal mechanisms related to forest decline include contact effects of acid rain on trees, acid mist, acidification of soil (Blank and others, 1988; Schulze, 1989), damage from ozone, and soil oversaturation of nitrogen (Blank and others, 1988). Damage to vegetation is not limited to forests, as photo-oxidant ozone has been recognized as the main gaseous pollutant damaging crops (Heck and others, 1982).

Detrimental effects of acid rain may now be manifested at all trophic levels of forests (Drent and Woldendorp, 1989). In portions of Buunderkamp forest, Netherlands, over 50% of territorial birds produced eggshells of poor quality, or no shell at all, causing embryo death (ibid, 1989). Acid precipitation is linked with low $\text{Ca}^{2+}/\text{Al}^{3+}$ ratios in the soil resulting in impaired uptake in Ca^{2+} to tree leaves, caterpillars, and ultimately the birds' eggshells (ibid, 1989).

Global Effects

While the impact of emissions on a local or regional scale are felt relatively soon after the compounds are formed, the effect of CO_2 and the oxides of nitrogen are slower to manifest themselves at the global level. The worldwide atmospheric concentrations of the radiatively active gases carbon dioxide and nitrous oxide (N_2O) are increasing rapidly at rates which are hyperbolic in form when measured in geologic time (Patterson, in press). Increased concentrations of the radiatively active gases are expected to cause increased warming of the earth (Woodwell, 1978; Manabe and Stouffer, 1979; Manabe and Weatherald, 1980; Wigley and others, 1980; Manabe and others, 1981; and Broecker, 1987). Several effects are predicted to be the result of a global warming, including large

shifts in major atmospheric circulation systems (Wigley and others, 1980), disruption of major vegetative zones (Woodwell and others, 1983), and a rise in sea level (Wigley and others, 1980; Woodwell and others, 1983).

N₂O has been linked to destruction of stratospheric ozone (Johnson, 1971; Ramanathan and others, 1985). The flight paths of many supersonic and subsonic jets take them through or just below the ozone layer, which causes an extrusion of N₂O proximal to the ozone layer (Anderson, 1973). Depletions of the global ozone layer therefore are not just restricted to chloroflourocarbons, but also to N₂O.

Anthropogenically generated compounds, including nitrate (Prospero and Savoie, 1989), non-sea-salt sulphate (Savoie and Prospero, 1989), and O₃, CO, hydrocarbons, and dimethyl sulphide (Van Valin and Luria, 1988) have been detected in the air and waters of the Pacific and Atlantic Oceans, downwind from highly industrialized areas. As well, NO_x deposits in the Atlantic have been predicted to cause a nutrient limiting effect in the surface waters of the region affected (Fanning, 1989).

MAGNITUDE OF EMISSIONS OF AIRCRAFT FROM LBPIA

To understand the impacts of pollutants on the environment, the chemical nature, quantity of material, and point of entry of pollutants into the environment must be known. The purpose of this section is to attempt to delineate the magnitude of the pollutant emissions produced by the aircraft at the present time, and if runway expansion occurs, what can be predicted for the future.

To explore the magnitude of the emissions, estimates of pollutant emissions from different types of aircraft using the airport are calculated, and estimates of emissions from a typical flight Toronto to Montreal are made. To understand the magnitude of the emissions they will be examined in two distinct ways, first by total emissions and then by emissions per passenger kilometre. To get an idea of what the numbers represent they will be examined in the light of permissible automobile pollutant emissions according to the 1988 light duty vehicle emission standards (see Appendix).

Jet Engine Operation and Pollutant Emissions

Jet engines produce pollutants at different rates during various modes of operation. It is extremely important to understand the different modes of operation, as different emissions are produced at different rates in each mode of operation. There are four defined modes of aircraft operation: idling/taxing, approach, takeoff, and climbout. There is a fifth mode, cruise. For that, the aeroplane operator has some discretion to set speed and altitude, and hence fuel consumption rates. He is not bound by the more strict rules of aerodynamics for descent or ascent, or ground speed limits during landing, takeoff, and taxiing. The emissions while cruising are likely determinable by the same factors as in the four modes noted above, but are likely also modulated by altitude (i.e., air density), as well as particular speed (i.e., thrust) settings. They are not included here because of the immense range of those variables, but they do exist.

The four operations, idling/taxiing, approach, takeoff, and climbout, have been defined by the ICAO (International Civil Aviation Organization), FAA (Federal Aviation

Administration in the U.S.), and EPA (Environmental Protection Agency in the U.S.). These operations are referred to collectively as a Landing Takeoff Operation or LTO. For the purpose of this paper the operations have been grouped by increasing fuel flow, except for cruise. The operations are defined as:

Idling/Taxiing: When the plane is on the ground stopped or moving from the terminals to the runways, including time spent in queues.

Approach: The few minutes that the plane spends at low altitude preparing to land, landing, and including time spent with engines at reverse thrust.

Climbout: The time immediately after takeoff spent climbing under reduced power before entering into the cruise mode.

Takeoff: The time spent running down the runway at full power to get the plane off the ground.

The ICAO defines a convention of a series of equations for maximum emissions for each pollutant over an entire LTO cycle. On the other hand, the EPA emissions are created from actual engine data considering the fuel flow and emissions during each part of the operation for each pollutant. All these operations have differing fuel settings and operational times, defined in the table below:

Operation	Thrust Setting (ICAO)	Time (min)	
		ICAO	EPA
Taxi/Idle	7%	26.0	9.5
Approach	30%	4.0	4.0
Climbout	85%	2.2	2.2
<u>Take-off</u>	<u>100%</u>	<u>0.7</u>	<u>0.7</u>
Total time		32.9	16.4

EPA operations involve different operating times from the ICAO, leading to the EPA estimates giving lower numbers than the ICAO. The two standards have been shown here to demonstrate that the pollutant emissions versus operation may vary. The EPA emissions catalogue was created in 1983 and has not been updated (Wayson and Bowlby, 1988). The ICAO (ICAO, 1985) emission standards govern all new engines with thrust over 26.7 kN built after January, 1986.

For the ICAO convention equations, the rated takeoff thrust in kilonewtons (kN) is expressed as F_{00} , and π_{00} is the reference pressure ratio. The pressure ratio is the compression of air achieved through the engine. The convention series of equations given by ICAO are as follows:

$$\text{Hydrocarbons (HC)} = 19.6 \times F_{00} \text{ (grams)}$$

$$\text{Carbon Monoxide (CO)} = 118 \times F_{00} \text{ (grams)}$$

$$\text{Oxides of Nitrogen (NO}_x\text{)} = (40 + 2\pi_{00}) \times F_{00} \text{ (grams)}$$

An sample of LTO emissions for a jet engine is shown below. For this example a JT8D-9 engine will be used for calculations. This engine is used on the Boeing 727 and variations of it are used on the DC 9 and B737.

For the ICAO calculations, the engine's thrust and pressure ratio are used. The thrust for this engine is (Foo) 64.5 kN and the pressure ratio is (π_{00}) 15.90 times. The calculations below indicate the permissible emissions for this engine design. For this engine, the emissions during a LTO in grams are:

$$\text{HC: } 19.6 \times \text{Foo} = 19.68 \times 64.5 = 1264 \text{ grams}$$

$$\text{CO: } 118 \times \text{Foo} = 118 \times 64.5 = 7611 \text{ grams}$$

$$\text{NO}_x: (40 + 2 \pi_{00}) \times \text{Foo} = (40 + 2 \times 15.9) \times 64.5 = 4631 \text{ grams}$$

The EPA emission estimates depend on fuel flow and modal operation time. For this engine the results are created by multiplying through a matrix, from the following.

Mode	Fuel Flow	Time	Pollutant Multiplier		
			HC	CO	NO _x
Idle	0.1320	572	10.00	34.50	2.90
Approach	0.2980	241	1.73	9.43	5.64
Climbout	0.8490	133	0.47	1.66	14.21
Takeoff	1.0400	43	0.47	1.24	17.92

The calculation for each pollutant is:

$$\begin{aligned} &\text{total kg of any one pollutant for all modes} \\ &= \text{idle/taxiing} + \text{approach} + \text{takeoff} + \text{climbout} \\ &= \text{sum of } [(\text{fuel flow} \times \text{time} \times \text{multiplier for that pollutant}) \text{ for each mode}] \end{aligned}$$

The calculation for (HC) is:

$$(0.1320)(572)(10.00) + (0.2980)(241)(1.73) + (0.849)(133)(0.47) + (1.04)(43)(0.47) = 953 \text{ g}$$

For CO and NO_x the calculations are identical. The results are:

$$\begin{aligned} \text{HC} &= 0.953 \text{ kg} \\ \text{CO} &= 3.525 \text{ kg} \\ \text{NO}_x &= 3.030 \text{ kg} \end{aligned}$$

A side by side comparison of ICAO and EPA emissions for one LTO for indicates that the values are different :

	ICAO (kg)	EPA (kg)	% diff
HC	1.264	0.953	-24.6
CO	7.611	3.525	-53.7
NO _x	4.631	3.030	-34.6

The reasons for this difference are as follows:

- 1) The ICAO regulations are mainly geared to larger jet engine models than the engine chosen. This engine has a pressure ratio of 15.9, whereas the engine of a B747 would have engines with a pressure ratio of over 30. The pressure ratio indicates

how hot an engine runs and how powerful the design is. Pressure ratio has a direct bearing on NO_x production.

- 2) The ICAO and EPA operation times vary greatly, except for takeoff and climbout. Using an identical set of operations would bring the numbers closer together. The ICAO operation times seem to be more realistic than the EPA. There is an example below of the estimates when the operation times are identical.
- 3) Different parameters were used to quantify emissions from the engines.
- 4) Emissions in actual operation would vary greatly, for the following reasons:
 - a) Differences in operating time in each mode, due to airport design, queuing time, and pilot variation in operating procedures
 - b) Airport altitude (i.e., air pressure)
 - c) Humidity
 - d) Weather
 - e) Fuel type
 - f) Engine wear and accumulated degradation of performance
 - g) Aircraft load (cargo and fuel)

The emissions for a single engine going through one LTO cycle are calculated above. From the EPA emission calculations it can be seen that the engine produces different emissions at different rates at different times during its operation. Emissions classified by operation for a typical jet engine (Bowlby and Wayson, 1988) are shown in Figure 1. This graph was created by averaging the emissions from a group of jet engines (PW 2037, CF6-80A, JT8D-209, RB211-535C, CFM56-3-B1, JT8D217R, JT8D-7, JT8D-9, ALF502R5) using the EPA emission standards. When the jet is idling it produces large quantities of HC and CO, but very little NO_x (Figure 1). During take-offs or approaches, the amount of HC and CO generated decreases while NO_x climbs. This occurs because the engine at idle does not burn fuel efficiently and thus much of the carbon and hydrogen remains unburned. As fuel flow increases and the aircraft starts moving, combustion becomes more complete and the engine produces less HC and CO. However, the engine is taking in more air and subjecting it to higher temperature and pressure, causing an increase in oxides of nitrogen.

The amount of time that a jet aircraft spends idling in queues and the distance that the plane travels to and from runways to terminals affects the amount of HC and CO emitted. A doubling of the queue time for a jet aircraft will almost double the amount of CO and create about 1.5 times the amount of HC. Figure 2 illustrates the relationship between rate of production of emissions and mode of operation. From this it can be easily inferred that the length of time spent in a mode (i.e. taxiing) directly affects the magnitude of the pollutant emitted.

The circling planes waiting to land also create a great deal of pollution at low altitudes. In this case the amount of HC and NO_x has to be considered because the stacked jet aircraft produces much the same emissions as the aircraft on approach (Figure 2).

The significance of these numbers for one jet engine going through one LTO at the airport can be better understood by comparing the same amount of emissions which are generated by driving a 1988 automobile. For a typical three engined jet, much like a B727, going through one LTO cycle a car would have to be driven the distances listed below to get the same pollutant emissions.

Figure 1

**Total Emissions for a Typical Jet Engine
per LTO (kg)**

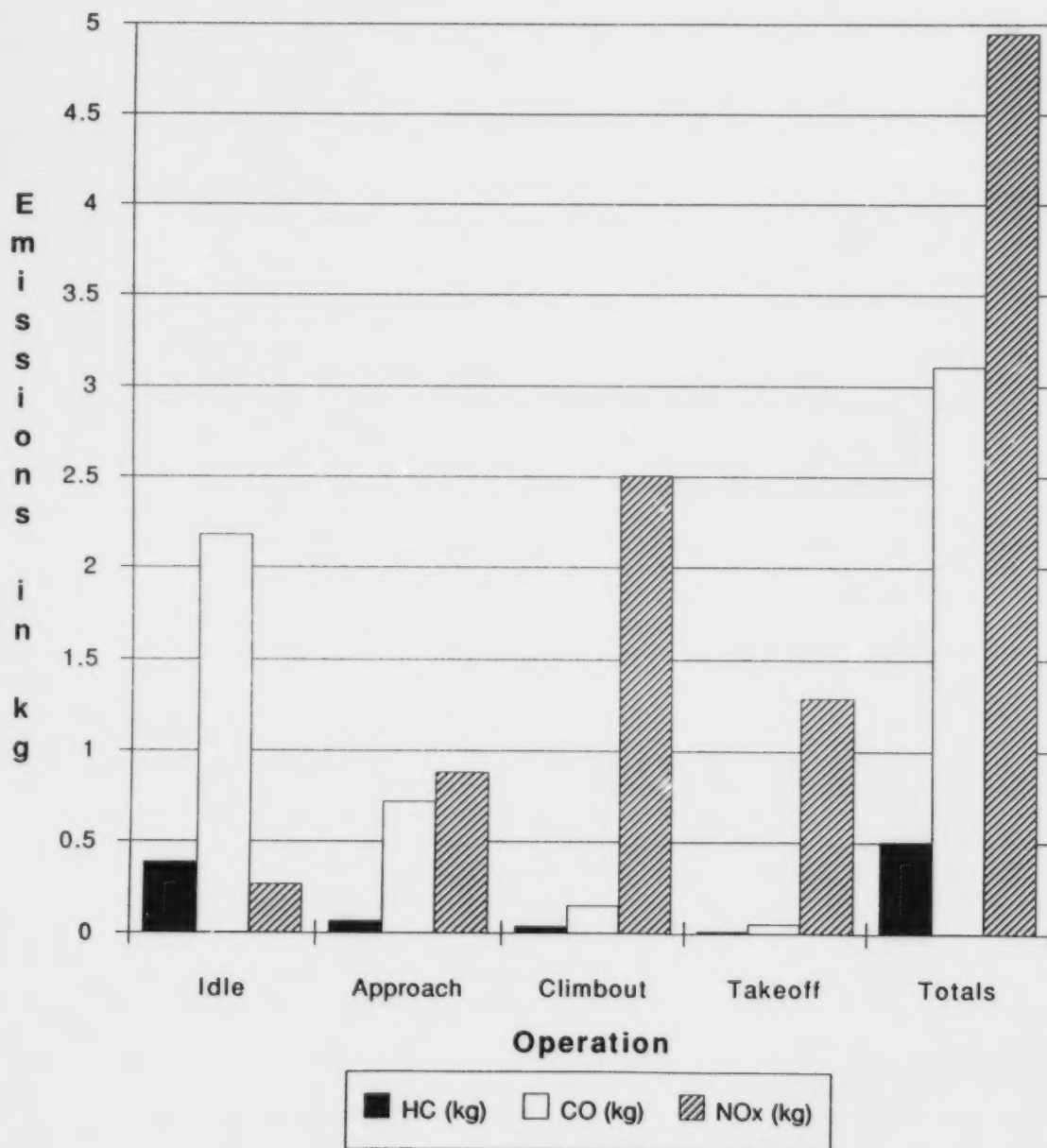
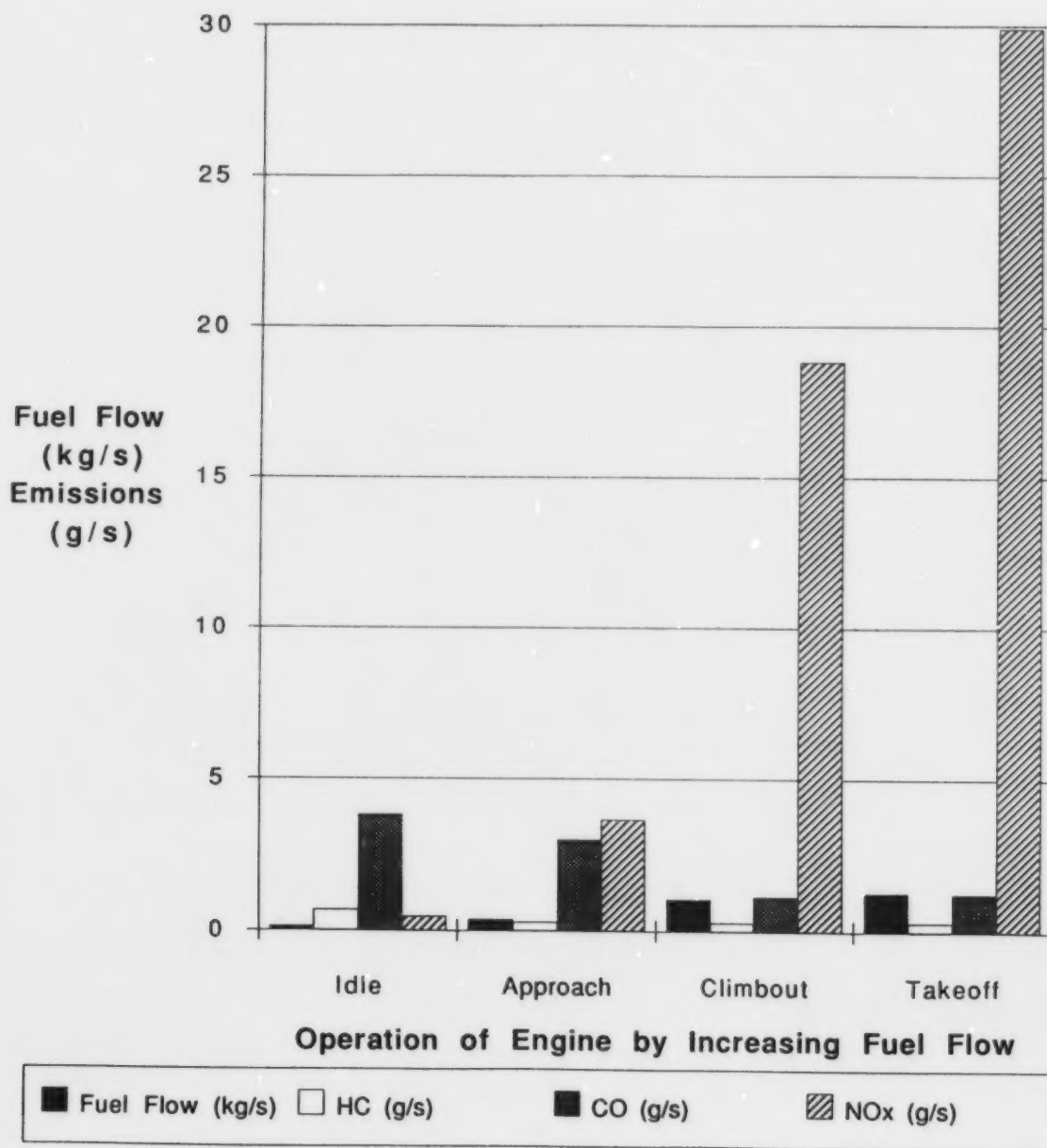


Figure 2

**Total Emissions for a Typical Jet Engine
Fuel Flow vs. Emissions (g/s)**



Pollutant	Amount	Equivalent Car Travel (based on 1988 emission standards)
	(kg)	(km)
HC	3.51	13,770
CO	20.58	9,750
NO _x	16.02	25,770

Other jet aircraft can produce far more pollutant emissions than a B727. For the LTO emissions of various jets see Figure 3. The B747 pollutes more than any other aircraft, during one LTO cycle a B747 will produce as much NO_x as a car driven 160,000 km.

Propeller Driven Aircraft and Pollutant Emissions

Propeller aircraft engines fall into two categories, piston and turboprop. Both types are present at LBPIA. Propeller driven piston engine powered aircraft have emissions similar to car engines. "Piston aircraft account for only a small and declining portion of all air travel and are a minor contributor to air pollution. The EPA did study emissions from piston aircraft in the early 1970's to determine the cost and benefits of regulation but did not issue any regulations. No emissions standards exist for this type of aircraft because of the cost involved in reducing emissions from such a small source" (Government of Canada 1989).

At LBPIA small aircraft as a percentage of traffic movement climbed from 7.3 percent in 1983 to 21.7 percent in 1988 (Transport Canada 1990). They can no longer be considered a small source. However, many of these small propeller driven aircraft are turboprops of the Dash-8 variety and will have different emission patterns from piston driven engines. They should be given full accounting in the assessment because of their increasing numbers.

IMPACT ON THE ENVIRONMENT

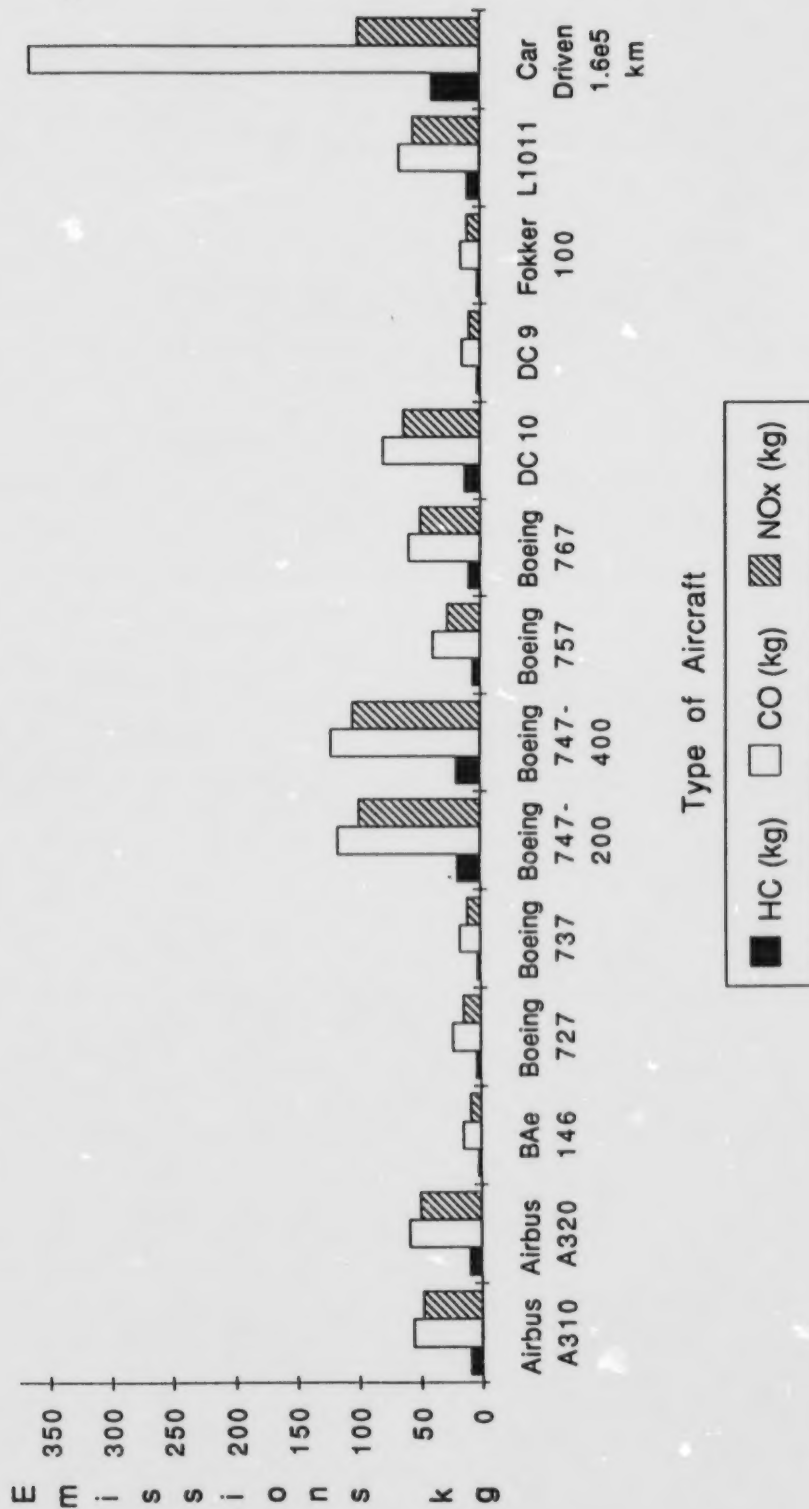
The impact on the environment will be discussed in three sections: local effects, regional effects and global effects.

Local Effects

Aircraft emitted pollutants have a direct effect on the immediate environment surrounding the airport. To give an indication of the magnitude of the emissions created by the planes using LBPIA the large jet aircraft were counted on Friday, March 16, 1990, from 6:15 pm to 7:15 pm. Aircraft type and number present are listed below. Total emissions produced by each of these craft in one LTO cycle are calculated.

Figure 3

Emissions from Jet Aircraft During One LTO (kg)
(ICAO Emission Standards)
(Includes Car Driven 160,000 km as comparison)



Aircraft	Number	ICAO EMISSIONS		
		HC (kg)	CO (kg)	NO _x (kg)
A310	5	46.65	280.85	239.90
B747-200	3	57.63	346.92	296.34
B747-400	1	20.19	121.54	103.82
B757	5	32.60	196.35	137.10
B767	3	29.28	176.28	148.50
DC10	4	52.92	318.60	252.20
L1011	5	55.00	331.00	275.45
Totals	26	294.27	1771.54	1453.31

The significance of these numbers can be better understood by comparing this mass of emissions generated during the LTO cycles for these planes to emissions of the same gases from all the traffic on Highway 401 from Highway 427 to the Rouge River during one hour of the evening rush. This calculation is done assuming that 38.5 km of 12 lane highway can carry 25,000 cars/hr passing any point. Thus:

- To produce the equivalent amount of HC the 401 would have to be widened to 15 lanes.
- These aircraft produce about 12% less CO than the 401 in an hour.
- To get the equivalent NO_x the 401 would have to be widened to 29 lanes across Toronto.

This is only for 26 large aircraft. Inclusion of smaller jets would add approximately 25% to the emissions. After the proposed runway expansion at LBPIA the number of allowed flights will be increased by 57% (the 26 aircraft above would become 41 aircraft). These numbers below would also change quite drastically if a few more B747 were added into the mix. For auto traffic to achieve an equivalent mass of emissions, assuming that the mix of aircraft types remains constant, it would be necessary to make the following additions:

- for HC, 11 more parallel lanes
- for CO 4.5 more parallel lanes
- for NO_x the 401 would become 45 and 1/2 lanes wide.

During the one-hour aircraft count on March 16 there was a queue to takeoff on the northern east-west runway. There were 10 planes in the queue and each had to wait about 20-30 minutes to take off. This queue created a great deal of air pollution because of the inefficient operation of jet engines during idle time. As well, the inbound flights were coming in at a constant rate. There were never less than four planes on approach at any time, which may be taken to indicate that some planes were held in a stack waiting to land, which would be an additional source of pollution. The projected increase in operations with runway expansion to 110 operations per hour will not eliminate pollution from runway queues or approach stacks, because the demand at the airport now exceeds 110 operations an hour during peak periods.

Regional Effects

To evaluate the regional impacts of LBPIA expansion the aircraft pollutant emissions generated by a typical flight from Toronto to Montreal will be examined. The emissions of a Boeing 727 flying the route have been calculated. The B727 has three JT8D-9 engines and can carry up to 189 persons. For this domestic flight it is assumed that the plane has 180 seats and is 75% full.

The plane goes through one LTO cycle during the flight and then is assumed to be in cruise mode. The operating times for approach and idle time have been changed to reflect typical operations at Pearson and Dorval airports. For the LTO cycle the plane will produce the following emissions:

Chemical	Amount (kg)	
	ICAO	EPA
HC	3.79	6.77
CO	22.83	24.06
NO _x	13.89	10.13

To estimate the emissions during the cruise mode, it is assumed that the throttle setting is 70% of maximum and the engine emits pollutants much the same way it does near ground level. It is also assumed that in this mode combustion is fairly efficient and the engine produces emissions linearly with increasing throttle setting. Working from the fuel flow calculations of 0.7280 kg/s at 70% power and doing simple interpolations, the results are as shown below:

HC	0.4700 (g/kg)
CO	1.6929 (g/kg)
NO _x	12.5000 (g/kg)

From the above table, the following emissions for a cruising B727 are calculated :

Fuel flow (kg/s) x emission (g/kg) x number of engines

HC	$0.7280 \times 0.4700 \times 3 = 1.0265$ (g/s)
CO	$0.7280 \times 1.6929 \times 3 = 3.6973$ (g/s)
NO _x	$0.7280 \times 12.5000 \times 3 = 27.3000$ (g/s)

The plane spends 53.1 minutes cruising. To get the total emissions for this stage of the flight one gets:

Time in cruise mode (minutes) x seconds/minute x emissions/second

HC (cruising)	$53.1 \times 60 \times 1.0265 = 3270$ (g)
CO (cruising)	$53.1 \times 60 \times 3.6973 = 11780$ (g)
NO _x (cruising)	$53.1 \times 60 \times 27.3000 = 86980$ (g)

The totals for the whole flight are the sum of the LTO and Cruising emissions. The EPA and ICAO results disagree for the LTO, so the lower EPA values will be used to calculate the total flight emissions.

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HC $6.77 + 3.27 = 10.04$ (kg/flight)
 CO $24.06 + 11.78 = 35.84$ (kg/flight)
 NO_x $10.13 + 86.98 = 97.11$ (kg/flight)

To comprehend the significance of these values, the flight will be equated to car equivalents. A car equivalent is the number of cars that have to be driven from Toronto to Montreal to get the same amount of pollutant as is emitted from the plane. Here 1.5 passengers per car is assumed (Canadian average 1.2) and the trip from Toronto to Montreal is 500 km.

Pollutant	Plane Emissions (kg)	Car Emissions (kg)	Car Equivalents
HC	10.04	0.125	80.32
CO	35.84	1.050	34.13
NO _x	97.11	0.310	313.25

Emissions per passenger kilometre in the plane, assuming the plane carries 135 passengers, are:

Pollutant	Plane Emissions (g)	Car Emissions (g)	Car Equivalents
HC	0.1352	0.167	0.81
CO	0.4827	1.409	0.35
NO _x	1.3079	0.413	3.17

For a typical B727 flight from Toronto to Montreal an air passenger only contributes 80% of the HC and one third of the CO per passenger kilometre. However, the air passenger contributes 3.2 times as much NO_x. For a large jet like an L1011 carrying 335 persons from Toronto to Montreal, the absolute numbers are different but the car equivalents for HC and CO fall to 10 and 15 percent of the car passenger's emissions per kilometre, while the NO_x rises to four times. In absolute numbers the L1011 produces 3.25 kg less of HC, and 3.13 kg more of CO, but 3.2 times the amount of NO_x as a B727 flying from Toronto to Montreal.

The significance of the impact of the pollutants on the regional scale is that the plane concentrates the pollutants where they individually do the most damage. The HC and CO are concentrated near the ground where people breath them. The NO_x is mainly extruded at altitude, where it attacks the ozone layer and creates acid rain.

The calculations above show the magnitude of a single, one-way flight from Toronto to Montreal. Every week there are about 100 B727 flights from Toronto to Montreal. Using the emission approximations from above, it is estimated that these flights will produce:

Pollutant	Emissions per week (kg)	Equivalent Toronto to Montreal Car Trips
HC	1004	8,032
CO	3584	3,413
NO _x	9711	31,325

This is only the emissions produced by 100 B727's flying one way, Toronto to Montreal. The absolute magnitude of emissions and number of car equivalent trips indicates that there is an enormous mass of pollutants being deposited now from aircraft. There are a total of 660 jet aircraft flights between Toronto and Montreal and return a week. The total emissions produced would be maybe 6 times these numbers depending on the type of aircraft used for the flights. An expansion at LBPIA can only exacerbate the problem.

Global Effects

The federal Canadian government is examining a number of options regarding the production of pollutant emissions. Canada has agreed to an international protocol to hold our NO_x emissions to 1987 levels of December 31, 1994 (Transport Canada and Environment Canada, 1989). The 1988 Conference on Climate Change, held in Toronto, called for a 20 per cent reduction in greenhouse gas emissions by 2005 (Transport Canada and Environment Canada, 1989).

Post-World War II global production of CO₂ is illustrated in Figure 4. The curve shows a straight, arithmetic upward trend, and shows no sign of flattening. Figure 5 shows the atmospheric composition of CO₂ from the geological record, back 160,000 years. CO₂ levels were high in the last interglacial period, as was the average global temperature. Present values for CO₂ are now 25% higher than at any time in the measured past, and the curve shows no sign of flattening. Production of NO_x shows a similar trend, also related to anthropogenic activities. N₂O production over the last 3000 years is shown in Figure 6. This curve steepens sharply at approximately the time of the Industrial Revolution, and is hyperbolic in form. Similar to the values for CO₂, the trend in atmospheric composition of NO_x shows no sign of flattening or decreasing.

In the table below are listed 1985 emissions and predicted emissions for 2005 (Transport Canada and Environment Canada, 1989). The values shown for aircraft emissions after expansion are for the first full year of operation after completion. It is predicted that the expansion will result in an approximately 16% increase in flights nationally, which will increase the emissions in the air mode by about 26%. To estimate the impact of the proposed runway expansion, the following assumptions were made:

- the Pearson expansion will allow operations to rise from 70 an hour to 110 or up by 57%
- that 1/3 of all Canadian air mode pollution is generated from flights using LBPIA (adapted from Transport Canada Airports, 1990)
- it was assumed that although total airport capacity increased 57%, that the real increase in traffic would only occur during peak periods. Thus, total flights at LBPIA would only increase by 30%

Figure 4. Post-World War II global production of CO₂. From Keeling et al. (1982).

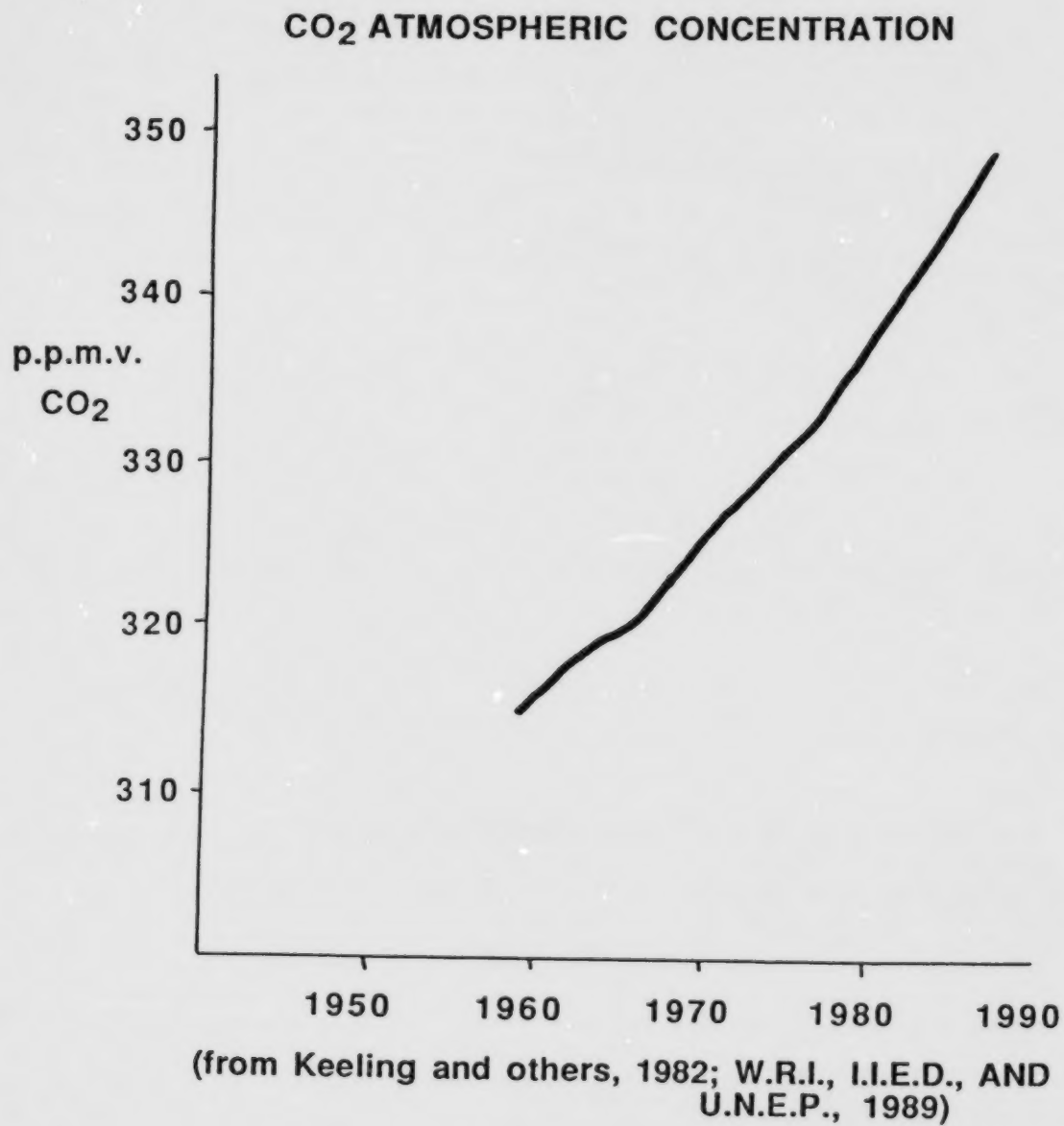
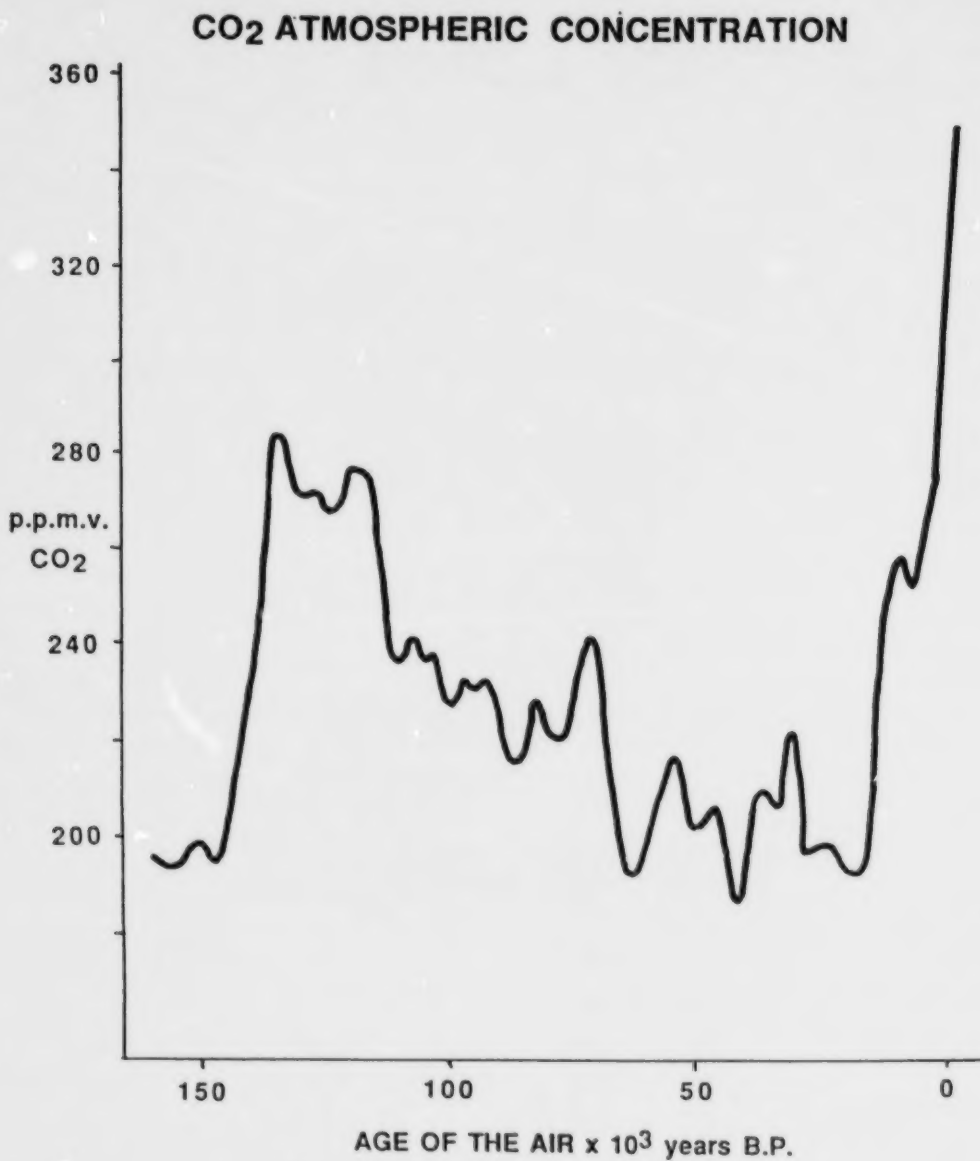
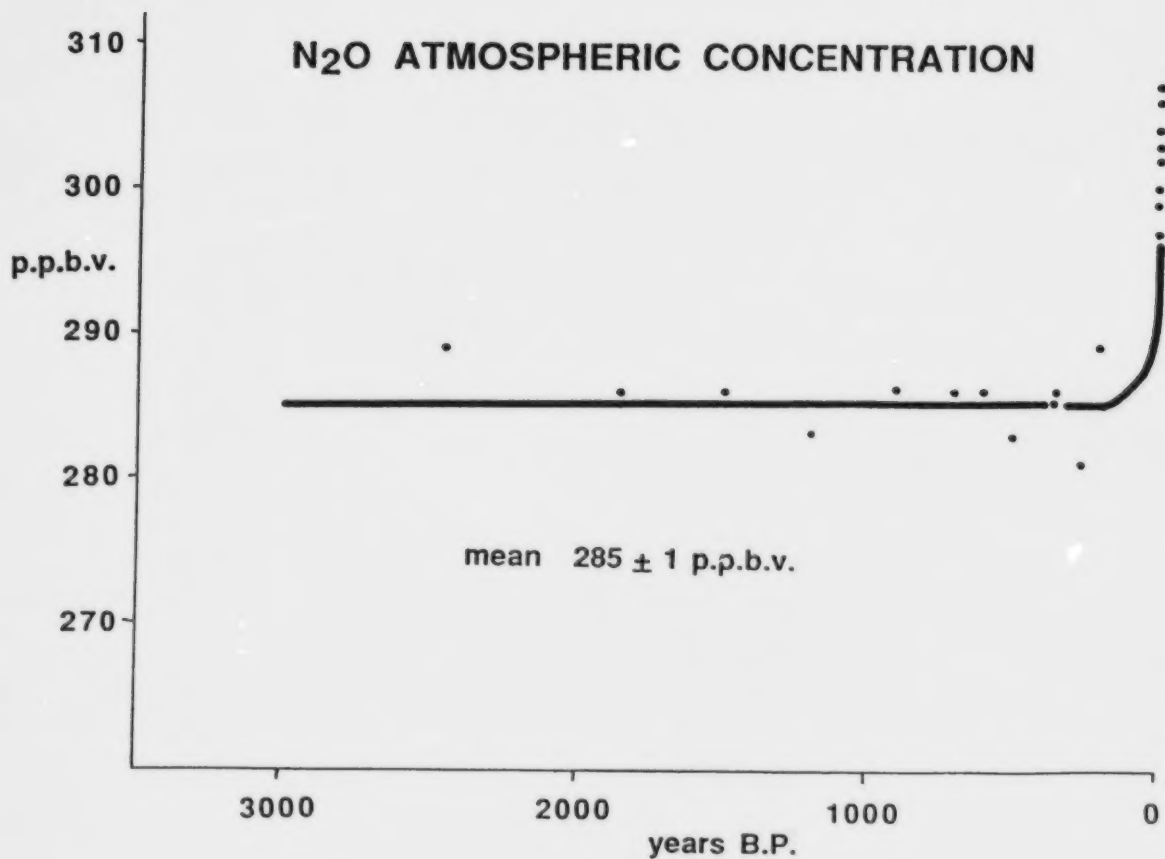


Figure 5. Atmospheric concentrations of CO₂ in the last 160,000 years. From Barnola et al. (1987), Keeling et al. (1982), and World Resources Institute et al. (1988).

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Figure 6. Atmospheric concentrations of NO_x in the past 3000 years. From Rasmussen and Kahlil (1986) and Kahlil and Rasmussen (1988).



A Comparison of Aircraft Generated Pollutant Emissions Canada Wide

Pollutant	Air Emissions 1985 (Can) kilotonnes	Air Emissions After Expansion kilotonnes	2005 Air Emissions kilotonnes
HC	10.2	12.9	23.2
CO	116.6	147.1	n/a
NO _x	33.5	53.37	54.7
CO ₂	12271	15481.9	14,454 to 15,659

The 1990 HC emissions from the air mode are expected to be 17.9 kilotonnes. If this number is increased by the expected increase of flights allowed at Pearson it will rise to 22.58 kilotonnes, which is almost as high as the 2005 estimate and nearly twice as high as the 1985 emissions. In 1985 the air mode contributed 0.57% of all HC pollution in Canada's atmosphere.

The emissions of CO₂ were 12,271 kilotonnes in 1987. The proposed runway expansion at LBPIA will exceed the 2005 low estimate and nearly meet the high estimate for the air mode. In 1985 the air mode contributed 2.82% of all CO₂ created in Canada by man made sources. Estimates for CO are not available for 1990 and 2005. In 1985 the air mode contributed 1.08% of all CO in Canada's atmosphere.

The 1990 estimate for NO_x is approximately 42.3 kilotonnes. With the proposed runway expansion at LBPIA this number probably would rise to 53.37 kilotonnes in the early 1990's, and this result is near the year 2005 estimate. NO_x is slated for a reduction of emissions to 1984 levels. Because of the nature of jet engine operation and the NO_x emissions produced, reductions of air travel aid in reducing the amount of ozone depletion. The targeted reductions in NO_x production may not be met if expansion proceeds at LBPIA.

Globally, jet flight has a major impact on the ozone layer because the plane is spewing NO_x into the atmosphere at great height. If the calculations in this paper are high by a factor of 2 we still have a very large problem. If Canada is to meet its international obligations to reduce the production of ozone depleting chemicals we should not encourage growth in the air mode transportation. Similarly, at the Toronto conference in 1988, a resolution was passed to reduce CO₂ emissions by 20%.

Recently, there has been a growing awareness, first expressed by the Club of Rome in the early 1970's, that there may be limits to the amount of growth that can be sustained. This has been talked about as the need for sustainable development. An increase in the number of runways at LBPIA will result in more air traffic, which will generate even more CO₂ and NO_x. We believe that the question of runway expansion and more air traffic should be examined in light of the concept of sustainable development and the commitments Canada has made to reducing CO₂ and NO_x. Expanding runway operations at LBPIA is contrary to that international goal.

SUGGESTIONS FOR ADDITIONAL FACTORS TO BE CONSIDERED

- For any jet aircraft engine the emissions produced will be within the range of the numbers used in this report. Our calculations indicate a degree of disagreement between ICAO and EPA emission values. The EPA last classified jet engine emissions in 1983, and since then there have been many new jet engines introduced. An update of the EPA emission catalogue should be sought or new research should be conducted. We also strongly recommend that pollutant measurements be taken at the airport to establish with greater certainty what the emission levels are at LBPIA.

- LBPIA expansion will not only allow more operations but allows a different mix of aircraft to use the airport. Knowing that large aircraft produce great quantities of NO_x a full cataloguing of current aircraft using the facility is required. From this catalogue estimates of future numbers and types of aircraft should be done to establish the magnitude of future emissions.

- Runway location, queue time and idle time has a large impact on a airports total pollutant production. The change in ground operations for the new LBPIA configuration should be considered fully in the assessment.

- Aircraft circling to land also produce vast amounts of pollution. The regional effects of aircraft being stacked in holding patterns brings the effects of the airport expansion to a large geographic area. The assessment would be incomplete if the effects of stacked aircraft were not considered; this aspect of LBPIA's operations effects millions in Southern Ontario and cannot be overlooked.

Some consideration could be given to the comments given in the Lura Group report An Issue Paper Pertaining to the Review of Alternatives to Resolve Air Traffic Congestion in the Toronto Area. It asks the following three questions:

"Is there potential for other forms of transportation, in combination with air transportation, to effectively combine and provide an efficient and safe transportation system?"

"What opportunities are provided by the existing rail, road and water transport facilities?"

"What improvements can be made to existing rail, road and water transport facilities to complement air transportation?"

CONCLUSIONS

Impact on the environment of the emissions from aircraft and the magnitude of these emissions has been described in the preceding sections. An overview of these results indicates that an expansion at LBPIA in runways would have a significant impact on atmospheric chemistry, rain water acidity, and soil quality.

Potential effects at the local level include

- a) higher ground level ozone
- b) higher concentrations of carcinogenic hydrocarbons in the soils of homes around the airport
- c) higher concentrations of hydrocarbons in the air around the airport
- d) increase in particulate matter

An issue which was not addressed in our study, but which should be considered as part of the environmental assessment, is the ground side related increase in emissions if the expansion proceeds as planned. This include an increase in emissions from:

- a) ground support equipment;
- b) stationary sources (i.e., boilers, heating plants, etc.)
- c) motor vehicles;
- d) fuel storage;
- e) fueling operations
- f) de-icing operations

Potential regional effects that should be considered include:

- a) higher ozone related damage to crops
- b) more acid rain damage to lakes
- c) more cumulative damage to forests, due to acid rain, ozone, and nitrogen build up in the soil

Potential global effects to be considered include:

- a) greater rate of accumulation of greenhouse gases (CO_2 and N_2O)
- b) more damage to the ozone layer (N_2O)
- c) more potential damage to regions downwind (for example, lake and ocean chemistry)

From this study it can be concluded that an increase in air traffic at LBPIA will have a significant local, regional, and global environmental impact. It is strongly recommended that the Environmental Assessment examine all aspects of emissions relating to increased aircraft operations resulting from the addition of new runways at Pearson.

APPENDIX**Emission Standards used for Standard 1988 Car**

HC	0.25 (g/km)
CO	2.10 (g/km)
NOx	0.62 (g/km)

Average number of passengers per car is assumed to be 1.5 (Canada average about 1.2).
For highway calculations no other vehicle type was assumed present.

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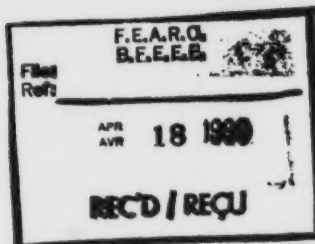


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BOB WOOD, M.P.
NIPISSING

April 4, 1990



Mr. Robert G. Connelly, P.Eng.
Senior Regional Director
Federal Environmental Assessment
Review Office
13th Floor
Fontaine Building
200 Sacré-Coeur Blvd
HULL, Québec
K1A 0H3

Dear Mr. Connelly:

I would like to thank you and the other panel members for the interest shown the presentations made by the delegation from North Bay. I know we were one group amongst many but we felt that we had the panels undivided attention and concern.

I would also like to extend an invitation to yourself and the panel members to hold part of the next set of hearings here in North Bay. As I stated to the panel, changes to the Pearson Airport will have a direct affect on northern transportation and I feel first hand review by the panel is essential in helping to formulate recommendations.

Again, thank you for your interest in our concerns.

Yours truly,

Bob Wood
Member of Parliament

BW/pv

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April 10, 1990

Mr. G. Filyk
FEARO
7548 Bath Road
Mississauga, Ontario
L4T 4E5



Dear Mr. Filyk:

RE: City of Mississauga Council Resolutions 92-90 and 150-90

Further to our recent telephone conversation, I have attached Resolution 150-90 passed by City Council on April 9, 1990 to rescind and replace Resolution 92-90 which was one of the resolutions submitted as part of the City Manager's presentation at the Scoping Session on Wednesday, March 26, 1990.

Should you have any questions, please contact me at 896-5565.

Yours truly,

A handwritten signature in cursive script that reads "Heather Reynolds-Pew".

Heather Reynolds-Pew,
Executive Assistant
to the City Manager.

HRP:az
Encl.



RESOLUTION

NO. 150-90

50

DATE: April 9, 1990

MOVED BY: "F. McKechnie"

SECONDED BY: "F. Dale"

THAT Resolution 92-90 passed by Council on March 26, 1990 be rescinded and replaced with the following:

"THAT Transport Canada be requested to further restrict noisy aircraft (those other than Stage Two and Stage Three) from taking off at Lester B. Pearson International Airport after 9:00 PM;

AND THAT operating extensions for Stage Two aircraft (ie. B-727 and DC-9) for weather, mechanical or air traffic control delays, no longer be approved after midnight."


CERTIFIED A TRUE COPY
L.M. MCGILLIVRAY
DEPUTY CITY CLERK
CITY OF MISSISSAUGA

CARRIED

"H. Mc Callion"

File No: D.07.01.C



Churchville Village
Residents' Association
c/o Claude Laffoley,
R.R. #10, Victoria St.,
Brampton, Ont. L6V 3N2

April 26th, 1990.

Mr. Guy Riverin,
Executive Secretary
FEARO
13th Floor, Fontaine Building
200 Sacre-Coeur Blvd.,
Hull, Quebec.
K1A 0H3

Dear Guy,

As indicated in last week's fax dated April 18, 1990, please
find enclosed the original of our "Revised Written Presentation"
for your photocopying needs.

Yours truly,
CHURCHVILLE VILLAGE RESIDENTS' ASSOCIATION

Claude Laffoley,
Vice-President

CL/11
encl.

PRESENTATION BY

CHURCHVILLE VILLAGE RESIDENTS' ASSOCIATION

To

TORONTO AREA ENVIRONMENTAL ASSESSMENT PANEL

REVISED WRITTEN PRESENTATION APRIL 17, 1990

Executive Summary

Excessive noise in Churchville began in May 1988 when Transport Canada changed procedures to allow planes to fly over our community after departing from runway 24R of Pearson airport. Changes to the procedures in June 1989 and March 1990 have not corrected the problem.

Churchville is the only remaining historical hamlet in Brampton. Its many century old homes are not constructed to withstand the noise and vibration of planes flying overhead. The indoor and especially outdoor activities of our rural community have been severely disrupted. We have been seeking the support of elected representatives and Pearson airport officials to re-establish a straight-out departure beyond the Meadowvale beacon.

Our primary request to the Environmental Assessment Panel is that it recognize the value of rural and heritage communities such as Churchville by:

1. recommending straight out departures from 24R beyond the Meadowvale beacon
2. recommending airspeed restrictions to limit noise as
3. ensuring its recommendations for the future do not jeopardize the well-being of heritage communities near LBPIA

Churchville's Unique Character

Churchville is the only remaining historical hamlet in the City of Brampton. The Churchville Village Residents' Association (a non-share capital corporation) welcomes the opportunity to comment on the changes proposed for the Lester B. Pearson International Airport (LBPIA).

Churchville is located in the Credit Valley in southwest Brampton, about fifteen kilometres to the west of LBPIA. Our community is in the process of being designated a heritage village. A draft of the heritage study is included in the supplementary documents submitted at our presentation at the scoping sessions March 28, 1990.

Our village was established in 1815 and many of our homes were built in the 19th and early 20th centuries. The majority predate the existence of the airport, let alone any of its expansions. In contrast to the relatively new housing subdivisions of Brampton and Mississauga, homes in Churchville are not constructed to withstand the vibration and noise of airplanes flying overhead.

The problem of excessive aircraft noise is addressed in new subdivisions by obliging developers to conform to municipal regulations (such as mandatory air conditioning and noise insulation) and to inform prospective owners that homes are subject to excessive aircraft noise. Conversely, homes in Churchville do not have the benefit of these new protections. The Credit Valley Conservation Authority regulations specify allowable structural changes. The proposed heritage designation makes other alterations (such as the installation of modern soundproof windows) more difficult for us than for owners of newer homes. Many Churchville residents inhabited their homes before the

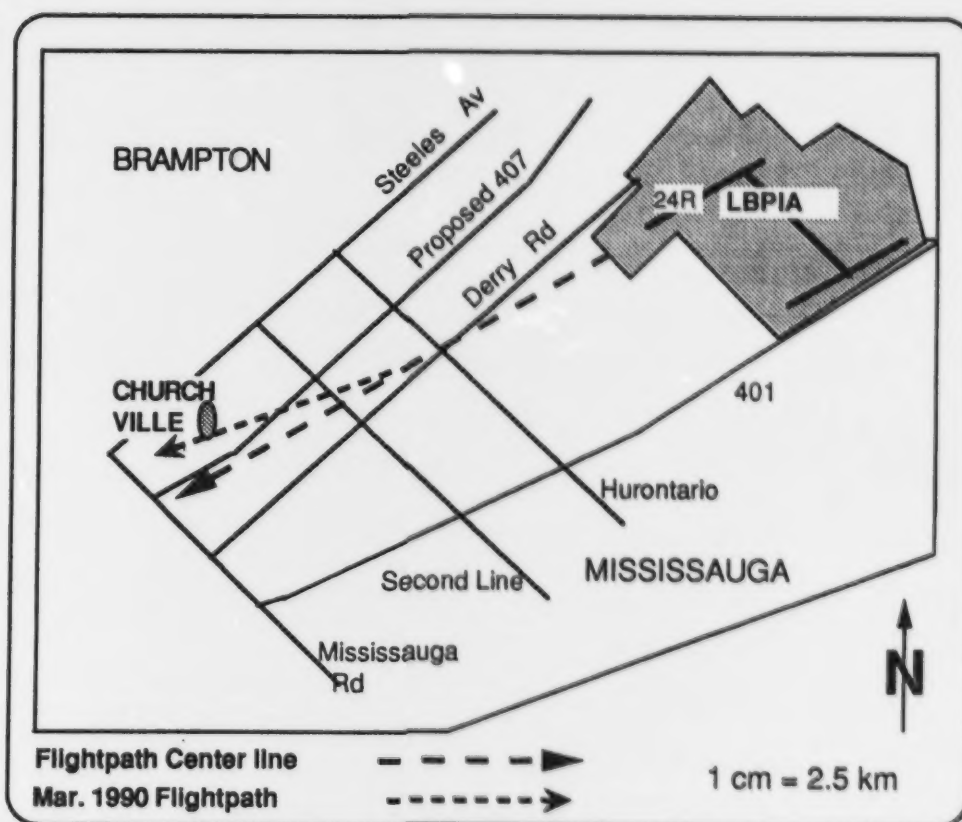
increasing air traffic volume at LBPIA induced changes in flight paths. Churchville residents could not anticipate the resulting dramatic increase in noise over the village.

Regulation Change Causes Increase in Noise in Churchville

In May 1988 LBPIA introduced diverging flight paths from runways 24R and 24L to accommodate increased departures and conform to international safety standards. The former flight path of airplanes departing from runway 24R was straight out along a corridor north of Derry Road and South of the Highway 407 right-of-way until they reached an altitude of 3000 feet ASL. The change in procedures in May 1988 required planes to diverge by 9° at 1000 feet ASL which caused them to pass directly over Churchville at full power as they ascended to an elevation of 3000 feet ASL and then turned to their destination heading. The residents of Churchville and other communities soon responded. According to Airport General Manager C.S. Heed, the May 1988 regulation was modified in June 1989 to oblige airplanes to ascend to 4000 feet before turning "in response to continuing community concerns relating to aircraft noise." However, as the empirical research on page 5 shows, even with the 1989 modifications the noise in Churchville often exceeds Transport Canada standards.

In March 1990, the regulations were modified once again to require planes departing from 24R to climb straight out for 3.5 miles (or 3600 feet ASL) before turning. Aircraft are also now restricted to a maximum airspeed of 250 knots until they reach 10,000 feet ASL. In spite of these changes, the planes are still flying over us and the noise is still unacceptable. The planes are now banking over Churchville rather than climbing in a straight line. See map on following page.

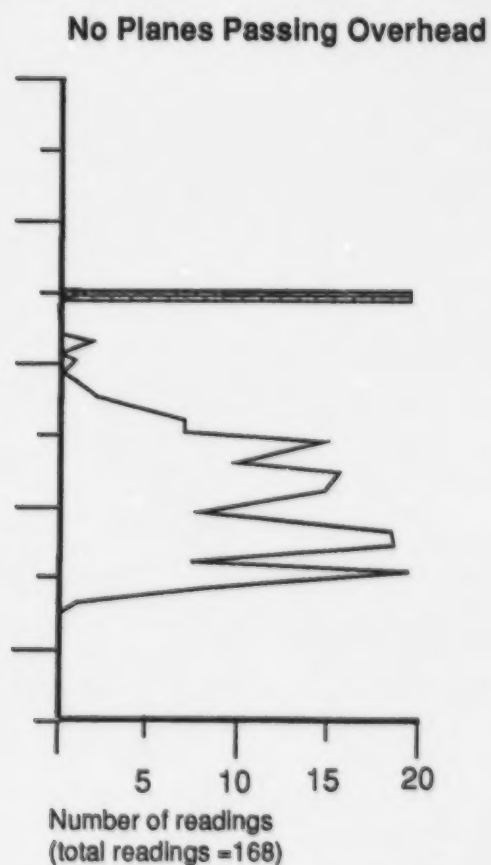
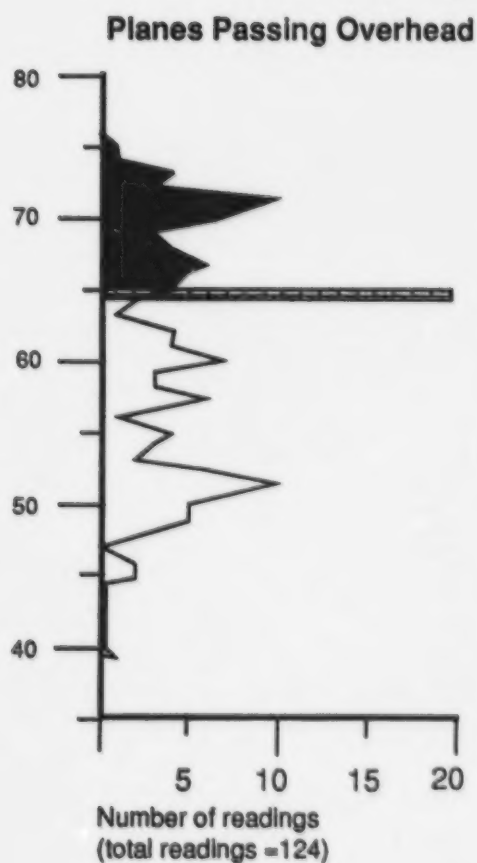
Map Showing Churchville, LBPIA and Departure Flight Paths



Quantitative Documentation of the Noise

In September of 1989, the City of Brampton commissioned Bren Brownlee of Leq Measurements Limited to conduct a comparative quantitative assessment of the noise in areas under the flight paths departing from runway 24R. The loudness equivalents (LEq) found in Churchville are listed in the supporting documents of this presentation. The chart below summarizes the LEq readings taken while planes departing from 24R passed over Churchville and contrasts them to readings taken while there were no departures from 24R.

Noise Readings on Churchville Road



The readings in this study were taken while diverging departure procedures were in effect. Readings have not been taken since the March 1990 changes in departure procedures. We believe that if readings were taken now they would be very similar to those taken when the planes were diverging because the planes are now over Churchville as they bank towards their destination heading. Our experience has been that departures from 24R prior to May 1988 are practically as quiet as no departures from 24R. We are satisfied that if readings were taken prior to the 1988 changes they would have been very similar to the readings in the study taken while there were no departures from 24R.

The graphs show the average L_{Eq} values for five minute intervals over a ten (or more) hour period. Note that the 65 dB limit considered disruptive was exceeded 30% of the time. Further data collected by the study indicate maximum values exceeded the 65 dB standard in 56% (69 of the 124) of readings taken while 24R was in operation compared to 8% (14 of the 168) while 24R was not in operation. Momentary peaks in excess of 100 dB levels were also recorded.

This Brampton-wide study reported that the readings in Churchville while runway 24R was not in use "were mainly the rippling flow of the Credit River." While runway 24R was in use, "The noise levels here [in Churchville] were the highest of any site measured." Based on this study, Alderman Susan Fennell prepared a report for the City of Brampton which concluded that "the Churchville area is experiencing tremendous noise abuse" and that "action must be taken to correct this total violation to the quality of life in Churchville". This report is included in the supplementary documents.

Effects of Increased Noise on Village

Despite the changes to departure procedures in June 1989 and March 1990, the effects of the increase in noise and vibration have affected the residents, buildings and environment of Churchville since May 1988. We talk about these three in order.

We share the concerns expressed in presentations from Mississauga, Etobicoke and Brampton regarding the social and environmental impacts of the airport on residential communities. The character and quality of life for the residents of Churchville and their guests have been severely compromised. When airplanes fly overhead, in-house routine is frequently disrupted. As examples, many of us have found:

- 1) noise really is disconcerting and stressful
- 2) face to face and telephone conversations must be suspended
- 3) the enjoyment of television, radio and music is interrupted
- 4) ringing telephones are not always heard
- 5) china and ornaments inside houses rattle
- 6) windows must be closed in the summer
- 7) cracks in plaster
- 8) pictures do not hang straight

As well, sleep is disrupted in two ways. First, each morning that runway 24R is in use, a stream of airplanes proceed directly over Churchville starting at 7 a.m. Second, Transport Canada statistics show that despite night curfews many aircraft depart while residents of Churchville are trying to sleep. For example, 50 airplanes departed from runway 24R between the hours of 0031 and 0659 during January 1990.

The homes of Churchville are up to 150 years old and have not been constructed to withstand the noise and vibration of airplane traffic. The heritage features of the homes include single pane windows and wood frame construction. Little sound insulation is provided by this construction and many windows rattle as planes fly over. Detailed descriptions of the homes are contained in the Heritage Conservation District Study included with our presentation.

Unlike residents of modern homes, Churchville's residents must consider the guidelines of the proposed heritage designation and of the Credit Valley Conservation Authority when making changes to their homes. The provincial Ministry of Culture and Communications offers grants to heritage property owners in support of their efforts to restore and preserve heritage features. Transport Canada could demonstrate similar concern for the value of nearby heritage areas by limiting the amount of vibration and noise they are subjected to.

In addition to preserving the vernacular housing, the heritage study emphasizes the need to protect the rural character of the village. Brampton Council's commitment to preserving Churchville is demonstrated by its initiation and funding of the independent heritage study. The Credit River, open spaces, natural park (one of only three in the entire City of Brampton) and scenic drives attract joggers, cyclists, walkers and picnickers. The enjoyment by both residents and visitors of activities such as golfing, canoeing, fishing, skating, horseback-riding, and pick-your-own apples and strawberries is frequently made impossible by the airplane noise. Since the increase in air traffic noise, residents have noticed a general decline in outdoor activities.

It is the desire of the City of Brampton and the residents of Churchville to protect the rural village "feel" now evident in Churchville and to preserve that "feel" for the

education and enjoyment of future generations. Therefore, the protection of Churchville village from airplane noise is of lasting importance.

History of Villager's Actions

As individuals, there is little that can be done. The preservation of the rural and heritage aspects of the village of Churchville can only be accomplished by the community as a whole. The villagers have actively sought through various channels the reduction of aircraft noise resulting from divergences from east/west parallel runways since their introduction in 1988. We have:

- 1) filed noise complaints with LBPIA
- 2) enlisted support from Aldermen Susan Fennell
- 3) presented a petition to the Tri-Municipal Committee of
Brampton, Mississauga and Etobicoke signed by 90% of villagers
to have the east-west flight path adjusted to just north of Derry Road.
- 4) met with our Member of Parliament, Hon. John McDermid
and our Alderman John Hutton
- 5) formed a local subcommittee on airport noise
- 6) sent representatives of subcommittee to field visit at LBPIA
- 7) prepared oral and written presentations to scoping
meetings

Our request throughout has been consistent: readjust the flight paths so that the noise in Churchville returns to the levels experienced before May 1988. The changes implemented in 1989 and 1990 have resulted in only a nominal reduction in the noise and vibration experienced.

Recommendations

The residents of Churchville recognize that expansion is likely. However, like the City of Brampton we believe that the issues of quality of life, operating procedures and enforcement and communication should be addressed before expansion plans are established. We would like to make the following specific recommendations:

1. Extend straight-out flight paths from runway 24R.

Churchville Village supports the elimination of divergent flight paths from east-west parallels until a satisfactory altitude or distance from residential areas has been achieved. We recognize that the March 1990 changes reduce the northward divergence in the departure flightpath, but aircraft now are over the south end of Churchville as they change course towards their destination heading. Although the regulations have changed, the net effect on Churchville is practically unchanged. An extended straight-out departure beyond the Meadowvale beacon is required. By employing a sufficient number of air traffic controllers and restricting airspeed below 10,000 feet to 250 knots, straight-out departures can be accomplished without imposing an additional noise problem on other communities.

2. Increase access to, and use of, runway 24L.

Recognizing that east-west departures are preferred by LBPIA under most conditions, we recommend that LBPIA change regulations and provide taxiways to increase the access to, and use of, runway 24L where feasible to reduce the excess load on runway 24R as much as possible.

3. Controlled development of LBPIA with appropriate regulations.

In order to accommodate the increased demands on LBPIA while ensuring that adverse effects are distributed more equitably, we support the recommendations included in briefs from residents of Brampton, Etobicoke and Mississauga that LBPIA improve its use of existing facilities and implement those changes which would have the least negative impact on surrounding areas. For example, new runway procedures, more air traffic controllers, installation of improved radar.

4. Develop Regional Airport Resources

We recommend that Transport Canada fully develop the potential of Toronto Island Airport and other regional airports (such as Hamilton, Buttonville etc.) and continue to explore the Pickering site so that the benefits of increased air travel will not be outweighed by over-expansion along a few airpaths to the detriment of our village and other neighbourhoods.

5. Establish an Airport Ombudsman

We recommend that an ombudsman independent of the airport and affected communities be established to investigate and empowered to resolve concerns affecting both LBPIA and surrounding communities. This person would improve communication between LBPIA and communities as well as address regional issues.

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PATRICIA A. MURPHY
16 Markland Drive
Etobicoke, Ontario
M9C 1M7



April 7, 1990

→ Mr. Guy Riverin ←
Mr. Melvin G. Hagglund
Mr. Ross Gray
Mr. Peter Homenuck
Ms. Pamela M. Stokes
Environmental Assessment Panel
Reviewing Air Transportation
Proposals for the Toronto Area
13th Floor
Fontaine Building
200 Sacre-Coeur Blvd.
Hull, Quebec
K1A 0H3

Dear Gentlemen/Madam:

Re: Proposed Expansion of Pearson International Airport

We have lived in Etobicoke for 8 years. As a resident who wishes to enjoy her property and sleep at night, I want all the panel members to know that I am against the expansion of Pearson International Airport for the following reasons:

1. The amount of noise today is unacceptable and it already poses a threat to my family's welfare.
2. The effects of long-term exposure to aircraft noise has been documented in many studies. The threat of expansion causes me to worry about my children's future, health and education.
3. Our home's location is dependent upon the noise contour from runway flight patterns. To alter this runway configuration could put my home into an area in which the federal government ruled in the 1970's "would be uninhabitable for human beings".

4. If the new proposal puts my home into an NEF of greater noise exposure, then I ask today - "Who will be responsible for the consequences?"
5. Who will pay to compensate me when I am forced to put in new windows and better insulation?
6. Who will pay for the upgrading of schools?
7. Who will compensate homeowners for property devaluation?
8. I am also very concerned about what will happen to this entire region as Transport Canada forces people to travel by air.
9. Who will be responsible for my safety from the threat of a mid-air collision due to overcrowding in the skies?

In addition, our air and water quality is already impacted by operations at Pearson and its supporting road systems. The onus is on the government to prove to us that expansion of Pearson will not negatively impact our environment and we believe this is impossible.

By refusing this expansion, Transport Canada will be forced to:

1. Keep its past commitment and develop another airport which would automatically and environmentally be very beneficial.
2. Force Transport Canada to provide alternative transportation to the public besides air, i.e., fast rail joining major systems in Ontario and Quebec. This would also be environmentally more sound.

It is important to look at Pearson's past record as far as the environment is concerned.

1. The management/government has never tested the effects of car and jet fumes on the airport employees.
2. There is no legislative for maximum exposure to horrendous noise levels in order to protect the employees.
3. There is no monitoring or reporting of on-site air quality.
4. They continue (over the past 20 years) to dump glycol and chemicals directly into storm sewers and studies since 1979 clearly

demonstrate that this has a negative impact on the water quality of Etobicoke and Mimico Creeks.

5. They do not have any effective noise abatement procedures. Full engine power take-offs create terrible "rollback" thunder.
6. It has only been in the last six months that they are giving the noise question any attention.
7. For years now, Transport Canada has been assuring residents that it shares their concerns and promises that improvements are on the way. However, everytime a deadline for improvements approaches, that deadline is postponed.
8. After years of waiting, there still aren't any proper noise abatement officials, equipment or regulations. And still no collection of de-icing fluid.

In conclusion, Transport Canada has been quick to promise relief measures for noise, air and water pollution, but slower than a thawing iceberg in delivering.

I trust that as panel members you will make the right environmental decision and simply refuse Transport Canada's request to proceed with adding runways to an already overcrowded airport near densely populated communities.

Sincerely,

Patricia A. Murphy

Patricia A. Murphy
Editor
Markland Homes Association
16 Markland Drive
Etobicoke, Ontario
M9C 1M7

cc: The Honourable Michael Wilson, M.P.P.



CANADIAN BUSINESS AIRCRAFT ASSOCIATION, INC.
50 O'CONNOR STREET, SUITE 1317, OTTAWA, ONTARIO, K1P 6L2, TEL.: (613) 236-5611 FAX.: (613) 236-2361

File No. 1802.01

April 18, 1990

Mr. Guy Rivern
Executive Secretary to the Panel
Environmental Assessment Review Office
13th Floor - 200 Sacre-Coeur Blvd.
Hull, P.Q. K1A 0H3



Dear Mr. Rivern:

You will recall during my presentation before the Toronto Environmental Review Panel, one of the panel members asked if I could provide information concerning studies which were performed relative to the effect that aircraft emissions may have on health.

It is my understanding that considerable work has been performed on this subject matter by FAA in the U.S. and by the International Civil Aviation Organization (ICAO) head office in Montreal.

I am attempting to obtain a bibliography of documents on this subject and will provide them to the panel as soon as I am able. It is my understanding that there are two people responsible in Transport Canada (a Mr. Massey and a Mr. Shuter) who have exceptional knowledge on the subject and who can also provide appropriate contacts within the U.S. FAA.

I will be absent from my office until April 24, 1990. However, upon my return, I shall be pleased to dialogue with you on this subject if you so desire.

Yours truly,

CANADIAN BUSINESS AIRCRAFT ASSOCIATION

Ron E. Chafe
for Ron E. Chafe,
Executive Director

RED CAR SERVICE

Airport Limousine Service

250 WOODLAWN RD. W., GUELPH ONT.

N1H 6J4 . (519) 824-9344



April 9, 1990.

Mr. Greg Filyk,
Environmental Assessment Panel,
7548 Bath Rd.,
Mississauga, Ont.

Dear Mr. Filyk:

My company is in the business of providing transportation for passengers between Guelph and Pearson Airport. As opposed to running a set daily schedule, we take reservations to meet our passengers' flights and move them quickly out of the airport. This "On demand" type "Shared ride" service operates about 35 departures daily from P.I.A., carrying in excess of 3,000 passengers per month.

In trying to run an efficient operation, my greatest problem is delayed flights. Waiting for these flights is expensive in terms of drivers' wages and frustrating, in that trip times are drastically increased. As a result, we require more vehicles and drivers than would normally be required to provide our expected high level of service. I understand that a common cause of serious delays is our lack of sufficient runways which results in Gridlock, forcing slightly late flights to hold their departures even longer. I have personally had this happen to me on two of my last three flights to Toronto.

I am writing to urge this Panel to approve two additional runways for Pearson and I appreciate having been given the opportunity to voice my opinion.

Sincerely



R. Tessier,
President,
Morris & Tessier
Limited.

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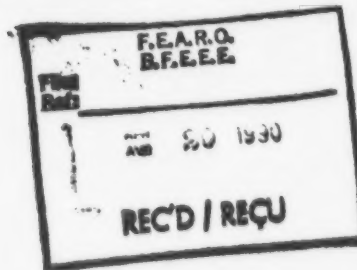
International Air Transport Association

IATA Building, 2000 Peel Street, Montreal, Quebec, Canada H3A 2R4
Telephone: (514) 844-6311 • Fax: (514) 844-5286 • Telex: 05-267627 • Cables: IATA MONTREAL

Ref: AS/450

April 12, 1990

Mr. Guy Riverin
Executive Secretary to the Panel
Federal Environmental Assessment
Review Office
13th Floor
200 Sacre-Coeur Blvd.
Hull, Quebec K1A 0H3



Dear Sir:

The International Air Transport Association (IATA) appreciates very much the opportunity to express its views regarding the proposed expansion of Toronto's Lester B. Pearson International Airport to the Federal Environmental Assessment Review Panel. IATA, which has its headquarters in Canada, represents 189 airlines world-wide which conduct both scheduled and non-scheduled passenger and cargo operations. 41 of our Member Airlines fly into Canada and for them Pearson is by far the most important airport in the country.

IATA supports the proposal by Transport Canada to construct two additional runways at Toronto Pearson Airport. We have received copies of the submissions made by Air Canada and the Air Transport Association of Canada (ATAC) and fully endorse the points made by both organizations. Through this letter, we would like to highlight the issues of importance to international operators which we would hope that the Panel would address as part of its deliberations.

Air Traffic Demand

Pearson Airport is currently operating at levels below its physical capacity. This is due to the imposition by Transport Canada of a limitation of 70 aircraft movements per hour which in effect has artificially capped the present demand. The planned increase in ATC staffing levels, which IATA fully supports, will only restore the capacity to the level necessary to accommodate what would have been the "unrestricted" 1990 demand. While some additional demand management measures may permit a very slight improvement in the productivity of the existing airport, these will not provide major capacity gains that will be necessary to accommodate anticipated future traffic growth.

The number of air passengers world-wide is expected to double by the end of the century. The demand for international services at Toronto has increased significantly over the past ten years and it is expected to continue to grow for the foreseeable future. During that period, bilateral air services agreements have allowed many new foreign airlines to commence service and there are undoubtedly many more who will wish to do so in the future. Many International Airlines have in the past not obtained the bilateral authority to serve Toronto and the Panel should study how many additional airlines wish to commence operations to Toronto. The introduction of new long range aircraft has opened up a large number of potential new markets, particularly in the Pacific Rim, which previously could only be served from the traditional coastal gateways. As these new aircraft are put into service in the 1990s, undoubtedly Toronto will benefit from increased direct service to new international destinations.

As part of this environmental review process and to assist in demonstrating the need for airport expansion, we recommend that a thorough review of the traffic projections be conducted. This analysis should not be a mere projection of historical trends but an unconstrained study of Toronto's demand/need for air traffic services. In undertaking the traffic forecast study, the Panel should contact the Canadian authorities responsible for international air services agreements and all carriers operating international services to North America, including those not presently serving Toronto, to learn of possible new operations to Toronto.

Need for Connecting Services

While most airports in Canada would wish to have direct international services, in the majority of instances there is insufficient traffic to support these flights. It is therefore extremely important that international services are conducted to airports with good domestic feeder services. Toronto is at present the major hub airport in Canada and provides good access to smaller Canadian cities as well as many Central U.S. cities for international long haul services. The provision of this connecting traffic increases the viability of the international service to and from Toronto thereby providing a benefit to the local community as well as to the other connecting cities.

Some proposals have been made to provide the necessary additional capacity required for Toronto at other locations than Pearson Airport, e.g. at satellite airports. Splitting domestic services from international services can greatly affect airport demand, the viability of international services and therefore have a corresponding effect on the local community. The present Dorval/Mirabel Airport situation in Montreal gives an excellent example of the effect of split airport operations on the demand for air traffic and the corresponding reduction in airline services.

Unless absolutely unavoidable, airline passengers will not transfer between airports to take connecting flights. Presuming no direct service is available, they will choose to make their connections at a more convenient location. This will impact on the viability of airline service to the city with the split airport system. In addition to studying the effect of multi-airport operations on demand at Montreal, the Panel should investigate other locations such as Milan Italy where international long haul services have been greatly affected by the lack of adequate feeder services.

International Scheduling Implications

The very nature of international services creates peaks at both the origin and destination airports which are largely unavoidable. There are only limited times of the day when international flights can be scheduled due to the distances involved, time zone changes and airport curfews. The desires of the airlines to operate at commercially acceptable times of the day to their passengers, provide connections at both ends of the journey, and keep ground turn-around times to a minimum coupled with the limited time windows available creates peaking problems at many airports including Toronto. While it may seem that better use could be made of Toronto's international facilities, there are many times of the day when it is virtually impossible to schedule international flights. For example, departures from Toronto to Europe are not possible between 1000 and 1700 hours as the aircraft would arrive in Europe between 2300 and 0600 hours when most European airports are closed due to curfews. When considering any proposals to "spread" international schedules, the Panel should keep these scheduling parameters in mind.

International schedules are coordinated world-wide at twice yearly IATA Schedule Coordination Conferences to align with capacity limitations established by the respective Airport Authorities. Until recently, only international arrivals at Terminal 1 at Pearson Airport were coordinated, however due to the congestion on the runways, a schedules coordinator for the full airport has been appointed. Slots for all operations must be applied for in advance to the coordinator who must ensure that the total demand does not exceed the airport's declared capacity (e.g. 70 movements per hour at present). Bilateral agreements require that slots be made available to the international carriers. International airlines were accommodated when the capacity at Pearson Airport was reduced to 70 movements per hour. However since the airport is now operating at capacity, there will no doubt be conflicts in the future when international carriers desire to expand their services if there is no capacity increase. It is understood that demand exceeded capacity for the Summer 1990 schedules at Toronto and there was considerable difficulty in obtaining agreement with respect to the available slots. The Panel should contact the Schedules Coordinator to obtain detailed information regarding the present demand for slots and the number of services that were turned away for this Summer Season due to lack of available capacity.

Cargo Services

There have been several proposals made in the past that cargo services should be relocated from Pearson Airport to other locations. The vast majority of both international and domestic cargo is carried in the belly of passenger aircraft and not on separate all-cargo aircraft. Today's large capacity aircraft, and in particular the combination passenger/cargo aircraft ("combi aircraft"), have a considerable cargo carrying capacity and this will remain the primary means of cargo air transport for the international airlines operating into Toronto for the foreseeable future. Furthermore, as with passengers, a significant amount of the cargo carried into Toronto is destined for other cities in Canada and the United States. This transfer cargo is dependent upon the availability of timely connections to the final destination.

There is also a large infrastructure behind the air cargo sector which varies considerably from the passenger sector. This includes Customs, warehouses, freight forwarders, consolidators, etc. most of whom are independent from the airlines. This part of the industry, which is located in the vicinity of Pearson Airport, would be extremely reluctant to duplicate its facilities and operations at a satellite airport in the Toronto region. Alternatively, if duplicate facilities were provided, this would no doubt be reflected in the cargo rates charged to shippers. The panel should consider this issue as part of its deliberations.

The provision of good air cargo services has a significant impact on the business community in Toronto. In addition to creating direct employment for the air cargo industry, air cargo also creates indirect employment for those businesses who are dependent upon good air cargo services to transport their goods. The Panel should study the overall benefit of air cargo to the community and the impact of diversion of air cargo traffic to other airports if insufficient capacity was available at Pearson.

Aircraft Noise

The aviation industry has made significant strides in the last few years to reduce the impact of aircraft noise on the community. The noise created by today's modern efficient aircraft is significantly less than the aircraft manufactured only ten years ago. IATA Member Airlines flying into Toronto have ordered record numbers of new aircraft which meet the most stringent noise standards established by the International Civil Aviation Organization (ICAO). This has created an unprecedented demand on the aircraft manufacturers who now have a considerable backlog of new aircraft on order and cannot provide delivery for current purchases until the mid 1990s. Our airlines are also flying to new noise abatement procedures which lessen the impact of noise on the community.

By the mid 1990s, most international operations at Toronto will be conducted by aircraft which meet the ICAO Annex 16 Chapter 3 requirements. The Panel should assess the reduction in the noise impact on adjacent communities of a mostly Chapter 3 fleet, even taking into consideration the forecast of increased operations in the future. This analysis should also include a comparison with the ambient noise levels prevalent in the communities surrounding the airport.

Despite reductions in the noise effected areas in the vicinity of airports through the introduction of new quieter aircraft, maintaining and improving the control of land use near airports to ensure compatibility with aircraft operations is essential. The Panel should study additional land use planning measures required to protect the future development of Pearson Airport and its nearby residents.

Economic Impact of Aviation on the Community

The economic value of an airport to the community has been studied at numerous locations including Toronto. Although the issues have been well enunciated in ATAC's verbal submission to the Panel, they cannot be understated. The economic and social benefits of the present Pearson Airport as well as the proposed expansion should be an integral part of any study which the Panel undertakes as part of the environmental assessment process. The impact on the community of not expanding Pearson Airport to meet the increasing demand must be part of this study.

Airport Capacity Improvement

The provision of additional airport capacity must be matched with the projected demand. We believe that adequate capacity can be made available at Pearson Airport to meet demand for at least the next 15 years. We note however, there are some development alternatives which have been proposed which only provide a marginal increase in capacity. The Panel should consider the capacity improvements provided by each of the alternatives under consideration in comparison with the forecast in its determination of the recommended course of action for Pearson Airport.

IATA and its Member Airlines believe that Pearson Airport can be expanded in a manner which is compatible with its neighbors. We would be pleased to cooperate with the Panel and provide any additional information it requires in the conduct of its environmental assessment study.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Jeffrey A. Durante', with a stylized, cursive script.

Jeffrey A. Durante
Director, Airports



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Name: Mr & Mrs Robert Gibowey
Address: 30 Grove Tree Rd.
Etobicoke. M9V 2Y2
Date: April 9th 1990.

Mr. Guy Riverin, Mr. Melvin G. Hagglund, Mr. Ross Gray, Mr. Peter Homenuck, Ms. Pamela M. Stokes

Dear Panel:

Re: Proposed Expansion of Pearson International Airport

We have lived in Etobicoke for ____ years. As a resident who wishes to enjoy our property and to sleep at night, we want all the panel members to know that we are against the expansion of Pearson International Airport for the following reasons:

1. We have been the only municipality to be promised by the Federal Government that Pearson would not be expanded and that another site would be chosen to build an additional airport.
2. The amount of noise today is unacceptable and it already poses a threat to my family's welfare.
3. The effects of long-term exposure to aircraft noise has been documented in many studies. The threat of expansion causes me to worry about my children's future, health, and education.
4. Our home's location is dependant upon the noise contour from three runway flight patterns. To alter this runway configuration could put my home into an area in which the federal government ruled in the 1970s "would be uninhabitable for human beings".
5. If the new proposal puts my home into an NEF of greater noise exposure, then I ask today - who will be responsible for the consequences?
6. Who will pay to compensate me when I am forced to put in new windows and better insulation?
7. Who will pay compensation to every resident who has lost enjoyment of his/her property?
8. Who will compensate homeowners for property devaluation?
9. Who will be responsible for my safety from the threat of a mid-air collision due to overcrowding in the skies?

In addition, already our air and water quality is impacted by operations at Pearson and its supporting road systems. The onus is on the government to prove to us that expansion of Pearson will not negatively impact our environment and I believe this is impossible.

By refusing this expansion, Transport Canada will be forced to:

1. Keep its past commitment and develop another airport which would economically and environmentally be very beneficial.

2. Force Transport Canada to provide alternative transportation to the public besides air, i.e. fast rail joining major systems in Ontario and Quebec. This would also be environmentally more sound.

It is important to look at Pearson's past record as far as the environment is concerned.

1. The management/government has never tested the effects of car and jet fumes on airport employees.
2. There is no legislative guidelines for maximum exposure to horrendous noise levels in order to protect the employees.
3. There is no monitoring or reporting of onsite air quality.
4. They continue (over the past 20 years) to dump glycol and chemicals directly into storm sewers and studies since 1979 clearly demonstrate that this has a negative impact on the water quality of Etobicoke and Mimico Creeks.
5. They do not have any effective noise abatement procedures. Full engine power take-offs create terrible "rollback" thunder.
6. It has only been in the last six months that they are giving the noise question any attention.
7. For years now Transport Canada has been assuring residents that it shares their concerns and promises that improvements are on the way. However, every time a deadline for improvements approaches that deadline is postponed.

After years of waiting, there still aren't any proper noise abatement officials, equipment or regulations. And still no collection of de-icing fluid.

In conclusion, Transport Canada has been quick to promise relief measures for noise, air and water pollution, but slower than a thawing iceberg in delivering.

I trust that as panel members you will make the right environmental decision and simply refuse Transport Canada's request to proceed with adding runways to an already overcrowded airport near densely populated communities.

Sincerely,

me i was Robert Gibney

Please address your envelope to:

**Federal Environment Assessment Review Panel
13th Floor, Fontaine Building
Hull, Quebec
K1A 0H3**

19 Markland Drive, 76
Etobicoke, Ont. M9C 1M8
4 April, 1990.

Mr. Guy Rivier
Executive Secretary
Environment Assessment
Hull, Quebec
K1A 0H3



Dear Sir,

Re: Proposed Expansion of Pearson Int'l Airport

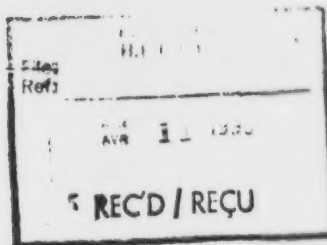
I have lived in Etobicoke, Ont. for four years. As a resident who wishes to enjoy his property and sleep at night, I want to advise all the panel members that I am against the expansion of Pearson Int'l Airport.

The amount of noise to-day is unacceptable and it already poses a threat to my family's welfare. The threat of expansion causes me to worry about my children's future health.

I trust that as panel members, you will refuse Transport Canada's request to proceed with adding runway to an already overcrowded airport near densely populated communities.

Sincerely,
Wingfan
(Winf Lam)

G. Y. Landry
 Vice President and Chief Executive Officer
 Chrysler Canada Ltd.



April 5, 1990

Mr. Robert Connelly
 Chairman
 Environmental Assessment Panel
 Reviewing Air Transportation in Southern Ontario
 13th Floor, Fontaine Building
 200 Sacre Coeur Boulevard
 Hull, Quebec
 K1A 0H3

Dear Mr. Connelly:

Pearson International Airport Development

Chrysler Canada Ltd. is pleased to respond to the request for information to assist in the assessment and review of the initiatives proposed early this year by Transport Minister Benoit Bouchard regarding further development of the Pearson International Airport at Toronto.

While we did not feel that we had the knowledge or expertise to comment on the scope of the review process or the guidelines for the Impact Statement being discussed at the late March workshops, we do have a real interest and stake in the much needed efficiency and capacity improvements being proposed. As a means of establishing the level of our interest, a review with our travel agencies indicates approximately 8000 business-related uses of Pearson International per annum (4000 round trips). We have not conducted a detailed analysis but believe that a significant majority of these trips involve connecting with flights to locations beyond Toronto.

Travel time from Windsor vis-a-vis our competitors located close to Toronto has always been of concern; however, in recent years we feel that the disadvantages have grown substantially. The primary reason for the growing differential for operating out of Windsor is the general increase in congestion at Pearson. Relatively short flights such as those to and from Windsor have been subjected to a disproportionate share of the delays and flight cancellations as longer and more profitable destinations are consistently given priority. Another reason for the growing differential in travel time and costs has been the elimination in recent years of flights from Windsor to Montreal, Ottawa, and Winnipeg which bypassed Toronto (one of the airlines serving Windsor is currently examining the potential for direct Windsor-Montreal flights).

cont'd.....

There are costs associated with direct time losses through increased delays at Pearson International. In addition, the increased probabilities of delays are also indirectly contributing added costs as personnel often feel that they must leave earlier to assure attendance at important meetings. The loss of direct flights to Winnipeg, Montreal, and Ottawa have added further costs due to time inefficiencies. The advent of much smaller propeller-driven aircraft replacing DC9s, 727s, and 737s has resulted in more frequent flights which should have had a beneficial effect on cost due to time losses. However, these aircraft are slower, are being forced by air traffic control to use a more lengthy route when eastbound, and are more frequently subject to weather delays, schedule delays, and cancellations which negate the potential benefits. In summary, we believe that time delays stemming from congestion, lack of adequate capacity and efficiency at Pearson International, combined with the current unavailability of direct flights to other major destinations is costing Chrysler Canada approximately \$435,000 to \$595,000 per year.

Interim Recommendations

As it will be a number of years before the improvements proposed for Pearson International can be implemented, we believe that consideration should be given to the following recommendations to mitigate delays in the interim period.

a) Direct flights to other Canadian centres without using Pearson

Situated adjacent to Detroit, the Windsor airport is close to a larger population than any other Canadian airport and is more conveniently located for many Michigan residents than Detroit Metropolitan Airport. Not too long ago Air Canada had a monopoly on flights from this area directly to Canadian cities. As they expanded to southern vacation destinations and worldwide, they apparently forgot about the opportunities from Windsor. Northwest Airlines currently has the only jet service from this area to Toronto with four flights daily. They also provide four non-stop jet flights daily to Montreal with scheduled times one to two hours shorter than Canadian carriers through Toronto without considering the likelihood of delays at Pearson. In addition, Northwest has flights to major centres in western Canada which do not include Toronto connections. Our point is that there is sufficient traffic from the Detroit/Windsor area to support flights to other Canadian cities and thereby relieve some of the congestion and overload at Pearson.

b) Flights to Toronto Island Airport

A significant share of air traffic to Toronto is headed for downtown meetings or events. Flights to the Toronto Island Airport would be more convenient and reduce total travel time while relieving the load at Pearson. Improved transportation from the Island airport to downtown Toronto would further enhance the benefits of this option.

cont'd.....

c) Shift private aircraft to other locations

To the extent possible, private aircraft should be shifted away from Pearson to help maximize efficient commercial traffic throughput.

d) Reduce proliferation of small feeder flights

Feeder flights to Pearson International using very small aircraft have proliferated in recent years to the detriment of timely service. While some of these small aircraft are no doubt necessary, we believe that a smaller number of flights utilizing higher capacity aircraft could provide a noticeable improvement in efficiency and that every effort should be made to achieve this objective.

e) Foreign vacation destinations direct from Windsor

A considerable volume of Windsor-Toronto traffic is en route to vacation destinations outside of Canada. Considering the total Windsor/Detroit area population there certainly ought to be some opportunity for direct flights from Windsor to foreign destinations which would relieve congestion at Pearson International.

Long-term Recommendations

We believe that all of the above Interim Recommendations have potential application to one degree or another as part of the long-term solutions. In addition, the following item should form an integral part of the long-term development plan for Pearson International.

a) Efficient link with TTC subway system

A more efficient public transportation link with the TTC subway system would reduce the time and cost of travel between Pearson International and most areas of Metro Toronto. In addition it would reduce road traffic and the amount of parking facilities required at the airport.

I trust that the above comments will be of assistance in the process of determining the most appropriate means of developing the Pearson Airport to its full potential. For Chrysler Canada it is certainly a vital link and an element of our future competitiveness. Please advise if we can be of further assistance as the development process evolves.

Yours very truly,

Handwritten signature: J. A. [unclear]

L. Y. Root (Mrs.)
18 Ringway Cres.
Rexdale Etobicoke Ont
M9W1X3

Dear Mr. Guy Rivest,

I could not express my feelings and concerns any better than the enclosed article at the airport.

I have lived in Rexdale since 1964 and have watched our quality of life worsen as time goes by with the existing problems.

I urgently appeal along with thousands of others to the federal government not to add more runways to Pearson airport.

Sincerely yours
L Y Root



The panel has heard residents' and local politicians' feelings of betrayal, of a 'breach of faith' and 'promises broken' after repeated assurances that the airport would not be expanded anymore.

One disturbing aspect of the current hearings was highlighted during a submission by Rexdale-Thistletown Metro Councillor Lois Griffin.

✓ The veteran north end politician pointed out that it is folly to hold hearing on the merits of two new runways - and then later do a comprehensive plan for the Southern Ontario area, which might offer a completely different solution to the runway problem.

There is no question that business concerns want increased traffic at what has become one of the busiest airports in North America.

But that is no justification for poisoning the atmosphere in an area which can already show dangerous levels of air pollution.

We urge the federal government not to add runways to Pearson as a quick fix. They should determine the best alternative solution, be it development of the Pickering site or more traffic at other smaller airports, like the under-utilized airport at Hamilton.

Etobicoke residents have suffered enough.

But look at the record. Will the Tories make a move which in any way would run contrary to their "business at any cost" attitude?



SITE VI
(BRAMPTON-CALEDON)
RATEPAYERS ASSOCIATION INC.

Mr. Guy Riverin, Executive Secretary
Federal Environmental Assessment Review Office
Fontaine Building, 13th Floor
200 Sacre-Coeur Boulevard
Hull, Quebec
K1A 0H3

March 21, 1990

Dear Mr. Riverin,

the local Brampton and Caledon ratepayers living in the vicinity of the proposed landfill Site VIB are concerned about the expansion of Pearson International Airport as well as with the present situation.

The proposed site would be located adjacent to the Airport Road on the east, Torbram Road on the west, Countryside Drive on the south and Mayfield Road on the north. There is a potential for a future expansion south to Bovaird Drive.

This landfill site would certainly attract a great number of seagulls. From the experience at Britannia site we know that the implemented use of falcons does not eliminate the seagulls from a dump. The location of this proposed landfill site is just outside the 8 km limit from the airport and it lies directly to the north of the airport. We residents are worried that there are two potential dangers:

1. Seagulls feeding on the dump and interfering with the airliners taking off in this direction and especially those coming down on an approach and landing.
2. Seagulls that are nesting on the shores of lake Ontario, flying north over the PIA to feed on the dump and again flying back south over the airport to their nests.

2.

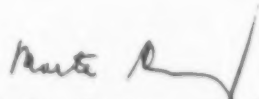
We realize that the present capacity of the PIA is insufficient for the demands of the air transportation and that there is a real need for an expansion. We also realize that the location of the dump would pose a serious danger to the aircrafts even at the present situation and, of course, more so with the expansion to the north.

The selection of this particular landfill site by the Region of Peel has been a seriously flawed process that will be challenged at the Environmental Hearing. This area is also overlaying a well known Mayfield aquifer and therefore is not environmentally safe.

Mr. Riverin, we would like to bring this potentially very serious problem to your attention. There had been a fatal airline crash in our area some 20 years ago and our residents fear that with the proposed dump we might go through that horrifying experience again.

—Please consider this letter a submission to the PIA expansion debate. We welcome your comments.

Yours very truly


Marta Cerny, Chairperson
SITE VI (Brampton-Caledon)
Ratepayers' Association Inc.
22 Rosegarden Drive, R.R.# 9
Brampton, Ont. L6T 3Z8

J. A. Millson
M. Kuck

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THE CORPORATION OF THE
CITY OF WINDSOR



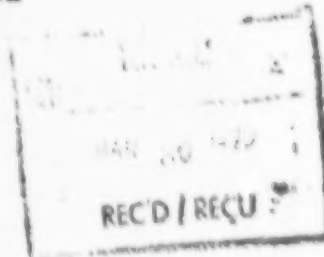
JOHN A. MILLSON
MAYOR

CITY HALL
380 CITY HALL SQUARE WEST
P.O. BOX 1607
WINDSOR, ONTARIO
N9A 6S1
TELEPHONE 255-6915
AREA CODE 519
FAX: (519) 255-7310

March 26, 1990

EXECUTIVE OFFICE

Environmental Assessment Panel
Reviewing Air Transportation
Proposals for the Toronto Area
13th Floor, Fontaine Bldg.
200 Sacre-Coeur Blvd.
Hull, Quebec K1A 0H3



Dear Panel Members:

Re: Scoping Workshops

I understand that scoping workshops will be held relative to the "Environmental Assessment Review of Air Traffic Management in the Toronto Region", and that input from the general public has been requested. In response to that request, I am writing to express the concerns of the City of Windsor in this regard, and to urge you to seriously consider those concerns.

As you are no doubt aware, the congestion at Pearson International Airport is not simply a Metropolitan Toronto problem - it impacts upon all of the many "feeder" airports, and the communities which they serve. In today's business environment, efficient and dependable airline service is an absolute necessity; without that vital service, existing companies will be adversely affected and future economic growth and development will be hampered. The inordinate delays, flight cancellations and re-schedulings which are currently associated with Pearson International Airport cause great inconvenience and considerable expense to the business traveller and have a very real adverse effect on this community.

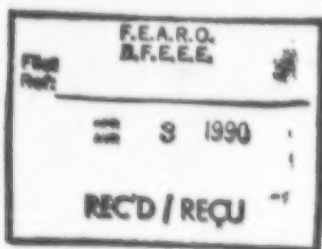
I am not proposing any solutions to our problems - I realize that finding those solutions will be a long and complex process. However, in your deliberations I would urge you to consider the needs of the many communities, such as Windsor, which will be greatly impacted by your decisions.

I thank you for this opportunity to express our views, and look forward with great interest to reading your final report.

Yours very truly,

A handwritten signature of John Millson in dark ink.

John Millson
Mayor



85

March 19th, 1990

The Corporation
of the
Town of Pickering

Planning Department
(416) 420-4617

Pickering Civic Centre
One The Esplanade
Pickering, Ontario
Canada, L1V 0K7
(416) 420-2222
(416) 663-2700
Fax (416) 420-0615

Mr. Guy Riverin
Executive Secretary
Environmental Assessment Panel
Reviewing Air Transportation
Proposals for the Toronto Area
13th Floor, Fontaine Building
200 Sacre-Coeur Boulevard
Hull, Quebec K1A 0H3

Dear Sir:

RE: Council of the Corporation of the Town of Pickering
Position on Air Transportation in the Toronto Area

The Town of Pickering has received information on "Scoping Meetings" to be held by the Federal Environmental Assessment Panel on March 23rd, 1990, to discuss air transportation in the Toronto Area. Although the Town will not be attending these meetings, it would be important for the Panel to recognize the Town's position in this regard.

Since 1972, The Council of the Town of Pickering has consistently opposed a federal airport on any lands within its jurisdiction. The most recent Council resolution to this effect was adopted on February 6th, 1989, and reads as follows:

That the Council of the Corporation of the Town of Pickering re-affirms its objection to an airport located in the Town of Pickering; and

Further that a copy of this resolution be forwarded to The Honourable Benoit Bouchard, Federal Minister of Transport, Rene Soetens, M.P. for Durham West, Norah Stoner, M.P.P. for Durham West and all Members of the Region of Durham Council.

I trust this position will be acknowledged by the Environmental Assessment Panel. Please also note that the Town would like to be kept advised of the Panel's deliberations on air transportation in the Toronto Area. Thank you for your anticipated co-operation.

Yours very truly,

Wayne E. Arthurs
Mayor
Town of Pickering

TEM/em



TEAMSTERS JOINT COUNCIL

NUMBER 52

International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers

1194 Matheson Blvd.
Mississauga, Ontario L4W 1Y2
Phone: (416) 624-0347

CHARLES THIBAUT
President

HOWARD SHELKIE
Secretary - Treasurer

Toronto

READY MIX, BUILDING SUPPLY, HYDRO
and CONSTRUCTION DRIVERS,
WAREHOUSEMEN and HELPERS,
LOCAL UNION 230

MILK and BREAD DRIVERS, DAIRY
EMPLOYEES, CATERERS and ALLIED
EMPLOYEES,
LOCAL UNION 647

LAUNDRY and LINEN DRIVERS
and INDUSTRIAL WORKERS
LOCAL UNION 847

Mississauga

WAREHOUSEMEN and MISCELLANEOUS
DRIVERS - LOCAL UNION 419

TEAMSTERS UNION LOCAL 938

Hamilton

TEAMSTERS LOCAL UNION 879

London

TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN and HELPERS
LOCAL UNION 141

Ottawa

TEAMSTERS, CHAUFFEURS,
WAREHOUSEMEN and HELPERS
LOCAL UNION 91

Thunder Bay

CHAUFFEURS, TEAMSTERS,
and HELPERS
LOCAL UNION 990

Windsor

TEAMSTERS, CHAUFFEURS,
WAREHOUSEMEN and HELPERS
LOCAL UNION 880

April 3rd, 1990

Mr. Robert Connelly,
Chairman,
Environmental Assessment Panel,
c/o Mr. Greg Pilyk,
Information Officer,
Federal Environmental Assessment Review Office,
7548 Bath Road,
Mississauga, Ontario.
L4T 4E5

Dear Mr. Connelly;

I have enclosed a submission on behalf of my Organization, Teamsters Joint Council No. 52, in support of the proposed operational improvements aimed at alleviating air traffic problems at Pearson International Airport.

We appreciate this opportunity to have our views considered by the Panel on this very important matter.

Yours truly,

Charles Thibault,
President.

Enc.

nb/opeiu: 343

SUBMISSION

to the

ENVIRONMENTAL ASSESSMENT PANEL
REVIEWING

PROPOSED SOLUTIONS TO INCREASING
AIR TRAFFIC IN THE TORONTO AREA

by

TEAMSTERS JOINT COUNCIL 52

- CHARLES THIBAUT
PRESIDENT

INTRODUCTION AND OVERVIEW

Teamsters Joint Council No. 52 represents 30,000 working men and women in Ontario, or roughly one-third of the Teamsters' 95,000 members in Canada. While we are the fourth largest private sector union in Canada, we are also an integral part of the largest international union in North America with a total membership of over 1.6 million. Because the Teamsters play a prominent role in the trucking industry, we are traditionally viewed as a "transportation union". With respect to our activities at Pearson airport, we represent drivers delivering cargo to and from the airport, couriers, limosine drivers and security personnel.

We are, however, more than a transportation union. The Teamsters are a broadly based organization that is actively involved in all sectors of our national and regional economies. In addition to our traditional membership in the local and long-distance trucking sectors, we represent substantial numbers of workers in diverse fields such as construction, wholesale and retail food, soft drink, dairy and brewery, chemical and energy and the manufacturing sector.

As a consequence of this broad sectoral representation, major development proposals in the province can have pervasive effects on the welfare of our members and their families. For this reason, our union takes a keen interest in the planned operational improvements at Pearson airport.

ENVIRONMENTAL ASSESSMENT PROCESS

As we understand the mandate of the Environmental Assessment Panel, it is to undertake a public review of the environmental and socio-economic effects of Transport Canada's medium and long-term proposals to address the problem of increased air traffic at Pearson. Clearly, this covers a wide range of impacts resulting from the construction and operation of additional runways

at the airport, and it calls for a balanced approach to the proposals now under consideration.

As a Labour organization, our mandate requires that we focus our attention on securing economic and social benefits for the members we represent. Consequently, the socio-economic impact of development at Pearson, in both the construction and operational phases, is central to our submission. In this connection, however, the Panel should be mindful of the fact that our members and their families are also residents of communities where major developments have been undertaken or contemplated. Therefore, as an organization, we are sensitive to the real need to balance the socio-economic benefits of development at Pearson with the impact on the local environment. In short, what we would like to see at the end of the review process is an airport that works well for the users, for the Business and Labour communities, and for the local residents.

ECONOMIC PERSPECTIVE

Our province is not isolated - in particular, Southern Ontario is the industrial heartland of the nation, and any economic upsurge or downturn here will impact on Canada and the rest of our Canadian membership. A sound economic climate in Southern Ontario helps foster growth in the rest of the country; conversely, stagnation in this key region signals trouble ahead for all of us.

The new reality is that the national and international landscapes are undergoing fast-paced political and economic change. The stakes are high and Canada's economic well-being depends on our ability to remain competitive in this new arena. To meet this challenge, we must be flexible and develop new strategies. We must critically examine our assets and our liabilities, face

our shortcomings and take action to remedy them. One glaring liability to be remedied is the outmoded facilities at Toronto's Pearson International Airport.

PEARSON STRATEGIC TO ECONOMY

Toronto is Canada's major gateway city. Pearson is our country's largest airport and ranks among the twenty busiest facilities in the world. Last year 23 million customers and 275,000 tons of air cargo utilised Pearson's air transportation services. The airport handles one-third of all scheduled flights in Canada and half of all overseas flights in and out of the country.

A vital component of Ontario's economic structure, Pearson has a direct impact on airlines and general aviation businesses, as well as on other companies servicing these businesses. The airport creates job opportunities for hotels, caterers, car rental agencies, tourist facilities, couriers, custom brokers, freight forwarders, drivers and banks, to name just a few. It is estimated that around 34,000 jobs are directly related to the airport, with an expected increase of several thousand over the next couple of years. The airport also generates revenue for employees and businesses related directly or indirectly to aviation, and for the government in the form of tax earnings. Last year transactions with businesses directly associated with the airport accounted for almost \$4 billion, and the government collected \$4 million in tax revenues. A recent study for Transport Canada indicated that 30 percent of all goods shipped by manufacturers in the Toronto area alone, equivalent to over \$12 billion, were sent by air. The future promises unprecedented growth, with the number of customers using air facilities doubling within the next decade. This projection should bode well for our province and our economy. Unfortunately, without immediate upgrading, the generator of all this employment and revenue today will contribute to our economic downturn tomorrow.

NEED TO UPDATE PEARSON INFRASTRUCTURE

Page 4.

Pearson's infrastructure is woefully inadequate and incapable of accomodating the anticipated growth in demand for air services. The airport's over-worked and saturated facilities have led to a cap of 70 air movements per hour. This relative trickle in operations, and the resultant frustrations for travellers and shippers, have already resulted in lucrative business being diverted elsewhere. Just recently, the Professional Conventions Management Association, a group that represents 500 U.S. conventions, that generate billions in annual expenditures, declined to hold their meetings in Toronto solely due to the inconvenience associated with our airport. In this era of knife-edge international competition, we are going to lose out to neighboring border states who are aggressively promoting their services to airlines and aviation businesses as an alternative to Pearson. Airports such as Chicago, Detroit and Buffalo are already attracting the tourism, convention and cargo business.

Unless the bottleneck at Pearson is rectified, the next few years could see a revenue loss of \$750 million for businesses directly associated with the airport, and a \$100 million reduction in tax revenues. Clearly, the capacity constraints in the present system are an obstacle to our future growth and prosperity. If we are going to take advantage of the economic opportunities available to us in the 1990's, Pearson must be upgraded now and developed into an efficient, world-class facility.

RESPONSIBLE SOLUTIONS

Since the socio-economic benefits of expansion at Pearson are so readily apparent, it is natural and proper to take a close look at the environmental impact. Clearly there will be local disruptions associated with the construction and operation of additional runways at the airport. The question is, what measures can be taken to reduce these disruptions to a level that is socially

...../5.

acceptable when balanced against the operational needs at Pearson?

For their part, Canada's major air carriers have demonstrated their sensitivity to the public's legitimate fear of increased noise and fuel emissions associated with additional air traffic on the new runways. They have begun phasing out their existing fleets of aircraft and are replacing them with new high-tech planes with a total cost of \$13 billion. These aircraft are far more fuel efficient, emit far less engine exhaust, and are 70 percent quieter than their predecessors. This should go a long way toward allaying environmental concerns about increased noise and exhaust pollution.

In addition, improvements are underway to ease surface congestion. These include construction of a much needed third terminal, the development of a more efficient shuttle bus system, a co-ordinated inter-terminal transportation system and increased commuter-handling capacity. These measures will greatly assist the airport in accomodating the increased ground traffic associated with runway expansion. These measures should enable the airport to smoothly accomodate the increased ground traffic associated with runway expansion.

Given that major steps are presently being taken to meet the environmental concerns surrounding development at Pearson, it is reasonable to expect that these concerns will continue to have priority in the course of construction and operation of the expanded facilities. With the necessary safeguards in place, it is imperative that development proceed as quickly as possible in order to alleviate capacity constraints which have already passed the critical stage.

FINAL REMARKS

When the Federal Government deregulated air and other modes of transport in Canada, we were promised a more cost-effective and efficient national

transportation system. Similarly, with Free Trade, we have been promised secure access to the U.S. market place as a first step to securing the long-term benefits of increased global trade. As a Labour organization, we actively opposed both of these initiatives due to our serious reservations about their impacts on working people. However, our position did not prevail, and now we are faced with a transportation system that has been freed substantially from regulation in order to compete in a marketplace that is similarly shedding its protective barriers. While this is turning out to be a harsh world for the working men and women whom we represent, and therefore not the world as we would have it, it is the real world of today. Therefore, if we are ever going to compete effectively, and generate the business and employment security which has been promised, we must move quickly to remove constraints in our transportation infrastructure, in the same way we have removed our regulatory and trade barriers. If our aviation industry is to be competitive on a global scale, we must have a solid domestic infrastructure on which to establish our international operations. Pearson is central to this objective. As caretakers of future generations, we would be sorely remiss in our obligations if we did not give this pressing problem at Pearson the attention it deserves.

CT/RD/jj

April 2, 1990.

Mr. R. Connelly
Chairman of EAP
Air Transportation Proposals for the Toronto Area

Subject: Additional Information on Aircraft Noise

I have reviewed the long list of references which would provide you with the necessary background information on aircraft noise and I would like to suggest that you obtain a copy of "Handbook on Noise Assessment" edited by D.N. May, Van Nostrand Reinhold, 1978. Chapter 3 of this book gives a good summary of the subject matter both from scientific and regulatory viewpoints and includes a list of reference documents.

In reference to Dr. Stokes' and Mr. Hagglund's questions related to standards I would like to reaffirm that Canada has not developed or officially adopted any standards on aircraft noise. It appears that Transport Canada is following US standards. These standards and regulations fall into two different categories. The first category covers the noise produced by aircraft engines during a flyby at 1000 feet altitude. This is measured first by an octave-band noise meter, then integrated over the frequency spectrum and time duration to give so called "Effective Perceived Noise Level" (EPNL). In most cases $EPNL \cong dBA + 13$ and it is used only in noise certification standards for aircraft engines. The second category covers the annoyance effect of aircraft noise on residence and it is evaluated in terms of "Noise Exposure Forecast" or "Noise Exposure Projection" (NEF or NEP). It is related to the $EPNL(y)$ at any given altitude "y" of the aircraft through the following equation:

$$NEF \cong EPNL(y) + 10 \log_{10}(N_d + 16.7N_n) - 88$$

where $EPNL(y)$ = Equivalent Perceived Noise Level at the point of measurement ($EPNL \cong dBA + 13$)

N_d = Number of flights during the day (7:00 am - 11:00 pm)

N_n = Number of flights during the night (11:00 pm - 7:00 am)

As an example, a turbojet would produce an $EPNL(y) = 100$ on takeoff at 3 km altitude. With 1000 day flights or 500 per runway and 20 night flights or 10 per runway.

$$\begin{aligned} NEF &\cong 100 + 10 \log_{10}(500 + 16.67 \times 10) - 88 \\ &\cong 100 + 28.2 - 88 \\ &\cong 40 \end{aligned}$$

To reduce the above NEF to an acceptable level (30 NEF) an $EPNL(y) = 88$ would be necessary which requires an altitude of approximately 7 km. With an average angle of takeoff of 30 degrees, this would represent a horizontal distance of about 12 km from the airport. From the above example it can be seen that NEF is largely dependant on $EPNL$ of different aircraft and not on the number of flights. For example, if the night flights are eliminated altogether, the above NEF values would be reduced from 40 to 39 and from 30 to 29 respectively. This has been one of the most frequent criticisms against the NEF scale.

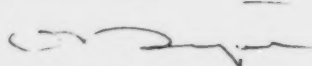
The above examples are given for a particular aircraft with an $EPNL = 120$ at 1000 ft. When a number of different aircraft with varying $EPNL$'s are involved, the total NEF is obtained by the summation of all individual effects as follows:

$$NEF (total) = 10 \log_{10} [\text{antilog}_{10} NEF(a)/10 + \text{antilog}_{10} NEF(b)/10 + \dots + \text{antilog}_{10} NEF(n)/10]$$

where each individual NEF is calculated using its $EPNL$, N_d and N_n .

I hope these comments and the references will answer your questions concerning my presentation on March 23, 1990 and assist you in dealing with aircraft noise. If I can be of any further assistance to you please do not hesitate to call me.

Sincerely,



O. Nigol, P. Eng.

272 Markland Drive
Etobicoke, Ontario
M9C 1R7
(416) 622-1957

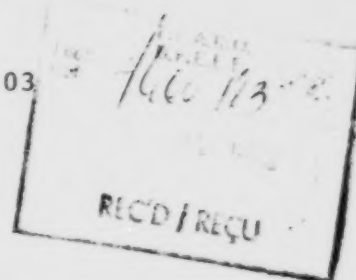
PHONE: OFFICE (613) 687-8139
WATS: 1-800-267-3131
MAINTENANCE: 687-8139



LIMITED

PEMBROKE & AREA MUNICIPAL AIRPORT
R.R. # 6, PEMBROKE, ONTARIO
K8A 6W7

1990 04 03



→ Guy Riverin
Executive Secretary
Environmental Assessment Panel
Reviewing Air Transportation
Proposals for the Toronto Area
13th Floor Fontaine Bldg
200 Sacre-Coeur Blvd
Hull, Quebec
K1A 0H3

Dear Mr. Riverin:

Pem-Air Limited is an independent commuter carrier based at Pembroke, Ontario. It's main revenue generating activity is providing scheduled air service between "Pembroke & Area" and L. B. Pearson International Airport at Toronto.

Toronto is the main centre or hub of commerce for Pembroke and the Upper Ottawa Valley. It is (or was) the most convenient connecting point for business travellers from such large industries as Atomic Energy of Canada Laboratories at Chalk River, C.F.B. Petawawa at Petawawa and the many smaller industries of the area. Pearson International was also the most convenient connecting point for the "Sun Belt" bound tourists, as well as tourists travelling overseas, East and West, and coming in from U.S.A. and Europe.

In the last 2 years, despite upgrading equipment and offering innovative excursion fares, Pem-Air has suffered a loss of 23% in traffic. Pem-Air has been in business for 20 years, operating this daily service, 3 round trips a day, between Pembroke and Toronto. We think we enjoy a passenger loyalty second to none. But our frequent travellers now come and tell us that they wish to avoid Pearson International Airport at Toronto whenever they can. They do this by:

1. Driving by automobile to Toronto 4½ hours, one way, (1 hour with Pem-Air)

2. If travelling West or South of Toronto, they drive their automobile 100 miles East to Ottawa to connect with direct flights offered from there to Western or Southern cities by the major airlines so that Pearson International can be bypassed.

Many of Pem-Air's passengers refuse to use Pearson International with its congestion, delays, and generally irritating unreliability that has been the norm for the past 2 years, if they can possibly find another way.

The end results of the above phenomenon are:

1. Great inconvenience to the flying public in Pembroke & Area;
2. Severe Economic strain on Pem-Air which is soon going to have to cut service to 2 flights a day, thus further inconveniencing the flying public in its market area;
3. Cause layoffs of flight maintenance and traffic personnel at Pembroke, thus affecting the economy of the area;
4. The greatest negative economic impact of Pearson's inability to handle the demand in Pem-Air's sphere of operation, is that if Pem-Air (or any other carrier) cannot provide good air service to the community, the community will lose out on any potential new industry that may be considering locating in Pembroke and Area; discourage expansion of present industry in Pembroke and Area; may even cause existing industry and some commerce to relocate; and the community's young people will as a result move out because there are no employment opportunities in the area.

Pem-Air was formed in 1970 by local business people, to provide an air service to the area so that new industry would move in and old industry would stay, and it worked. But in the last 2 years, because of the problems at Pearson International Airport, the community is losing ground again.

Pem-Air urgently requests, for the reasons set out above, that Transport Canada, and all involved agencies and groups, expedite their surveys, deliberations and decisions regarding the future of Lester B. Pearson International Airport.

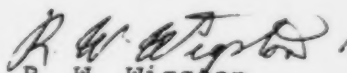
Pem-Air supports the position of A.T.A.C., of which it is a member. Pearson's problems must be solved first, and fast. Within 3 years the situation will be intolerable and the economy and future of the communities of all Ontario and, of course Canada, will suffer if something isn't done quickly because of Pearson's strategic position geographically.

Pem-Air submits that the proposed 2 runways be built, and that Air Traffic Control staff be increased to handle the increased capacity, starting in 1990. Pem-Air also submits that Terminal 3 expenditure becomes much more feasible if the runways and controllers are in place to handle a higher frequency of movements and keep the passengers moving through it.

Pem-Air respectfully submits, by the time the runways are built, in 3 years, the majority of aircraft using Pearson will be of the new generation of technology with greatly reduced noise pollution and emission pollution that those now used. This will mean that the environment impacts will be much less negative in 1993 than they are now at L.B. Pearson International Airport, Toronto, even with additional runways. More runways means less holding aircraft with engines idling.

Pembroke and Area, Ontario and Canada, need Toronto International Airport to keep abreast with the rest of the world in meeting Air Travel's increasing demands so that we can all, as Canadians, compete in the increasing pace of world commerce.

Sincerely and respectfully submitted on behalf of Pem-Air;



R. W. Wigston
Operations Manager
Director Marketing & Industry Affairs

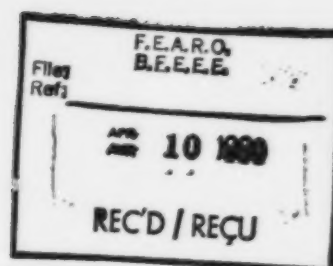
100

1235 Underwood Drive
Mississauga, Ontario
L4W 3M9

March 8, 1990

4600-183

→ Mr. Guy Riverin
Mr. Melvin G. Hagglund
Mr. Ross Gray
Mr. Peter Homenuck
Ms. Pamela M. Stokes



Dear Gentlemen/Madam:

Re: Proposed Expansion of Pearson International Airport

We have lived in Mississauga for 5 years. As a resident who wishes to enjoy her property and sleep at night, we want all the panel members to know that we are against the expansion of Pearson International Airport for the following reasons:

1. The amount of noise today is unacceptable and it already poses a threat to my family's welfare.
2. The effects of long-term exposure to aircraft noise has been documented in many studies. The threat of expansion causes me to worry about my future, health, education.
3. Our home's location is dependent upon the noise contour from three runway flight patterns. To alter this runway configuration could put my home into an area in which the federal government ruled in the 1970s "would be uninhabitable for human beings".
4. Who will compensate homeowners for property devaluation?
5. Who will be responsible for my safety from the threat of a mid-air collision due to overcrowding in the skies?

In addition, already our air and water quality is impacted by operations at Pearson and its supporting road systems. The onus is on the government to prove to us that expansion of Pearson will not negatively impact our environment and we believe this is impossible.

Environment Panel
Page 2
March 8, 1990

By refusing this expansion, Transport Canada will be forced to:

1. Keep its past commitment and develop another airport which would economically and environmentally be very beneficial.
2. Force Transport Canada to provide alternative transportation to the public besides air, i.e. fast rail joining major systems in Ontario and Quebec. This would also be environmentally more sound.

It is important to look at Pearson's past record as far as the environment is concerned.

1. The management/government has never tested the effects of car and jet fumes on the airport employees.
2. There is no legislative for maximum exposure to horrendous noise levels in order to protect the employees.
3. There is no monitoring or reporting of onsite air quality.
4. They continue (over the past 20 years) to dump glycol and chemicals directly into storm sewers and studies since 1979 clearly demonstrate that this has a negative impact on the water quality of Etobicoke and Mimico Creeks.
5. They do not have any effective noise abatement procedures. Full engine power take-offs create terrible "rollback" thunder.
6. It has only been in the last six months that they are giving the noise question any attention.
7. For years now Transport Canada has been assuring residents that it shares their concerns and promises that improvements are on the way. However, everytime a deadline for improvements approaches that deadline is postponed.

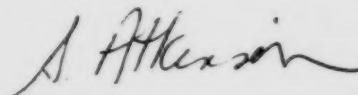
After years of waiting, there still aren't any proper noise abatement officials, equipment or regulations. And still no collection of deicing fluid.

In conclusion, Transport Canada has been quick to promise relief measures for noise, air and water pollution, but slower than a thawing iceberg in delivering.

Environmental Panel
Page 3
March 8, 1990

I trust that as panel members you will make the right environmental decision and simply refuse Transport Canada's request to proceed with adding runways to an already overcrowded airport near densely populated communities.

Sincerely,

A handwritten signature in cursive script, appearing to read "S. Atkinson".

Sue Atkinson (Mrs.)

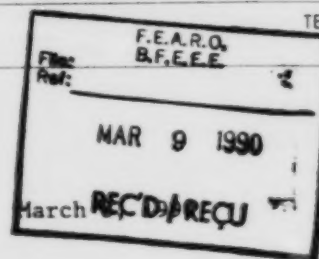
cc: Albina Guarnieri



**AIR TRANSPORT ASSOCIATION OF CANADA
ASSOCIATION DU TRANSPORT AÉRIEN DU CANADA**

99 BANK STREET, SUITE 747, OTTAWA K1P 6B9
99, RUE BANK, PIÈCE 747, OTTAWA K1P 6B9

TEL./TÉL: (613) 233-7727
FAX: (613) 230-8648



Mr. Guy Riverin
Executive Secretary
Federal Environmental Assessment
Panel Reviewing Air Traffic
Management in the Toronto Area
c/o FEARO
200 Sacre-Coeur Blvd., 13th Floor
Hull, Quebec
K1A 0H3

Dear Mr. Riverin,

In your capacity as Secretary to the environmental assessment panel for Pearson International Airport, you will be aware of the Air Transport Association of Canada's strong interest in Transport Canada's proposal to construct two new runways.

Members of the ATAC believe this initiative is in the best interests of air transport users in Toronto and throughout Canada. In addition, ATAC sees the proposal as having major economic and social benefits for greater Toronto, the province of Ontario, and the communities around the airport itself.

In order to improve our understanding of public attitudes towards the airport, and towards the prospect of future development at Pearson, we commissioned two public opinion surveys. These polls were designed to measure prevailing public opinion in greater Toronto within the area of Pearson's immediate footprint.

We are submitting these surveys to the panel for its review. We think they will be useful in assisting the Panel to understand majority and minority concerns and attitudes.

The surveys were conducted in August 1989 by Decima Research Ltd. of Toronto, who were contracted by our consultants, Temple Scott Associates Inc. The 300-person survey of greater Toronto has a margin of error of 5.8 percent 19 times out of 20. The 400-person survey in the noise footprint area has a Margin of error of 5.0 percent 19 times out of 20.

.... /2

We believe the survey results are particularly useful in that they measure public attitudes concerning the airport before any build-up publicity about the environmental assessment process.

The survey highlights include the following:

A. Importance of the Airport

- * A majority of the general public (80% believe air traffic at Pearson has increased significantly compared to five years ago.
- * Over one-half believe Pearson currently does only a fair or poor job of servicing Toronto's air transport needs.
- * Four in five believe having an efficient and effective air transport system is very important for Toronto.
- * Two-thirds of the general public believes Pearson constitutes a great deal to the economy of greater Toronto and to the economy of communities around the airport.

B. Main Problems for Airport Area Residents

- * The airport area residents were asked to spontaneously mention the main problems they associated with Pearson International. The responses were:

	<u>% Spontaneous Mention</u>
Overcrowding	24
Too many flights	16
Shortage of air traffic controllers	16
Traffic congestion	16
Not enough runways	13
Not big enough	12
Noise problems	12
Lack of parking space	8
Flight delays	7

- * When asked to identify the problems faced by airport area residents, 33% of respondents spontaneously mentioned noise while 39% said there were no significant problems for residents of the airport area:

	<u>% Spontaneous Mention</u>
No problems	39
Noise	33
Traffic congestion around airport	11
Flight delays	7
Air pollution	6
Lack of parking	5

- * When asked about specific problem areas, airport area resident identified the following as "great problems":

	<u>% Great Problems</u>
Traffic congestion	57
Shortage of air traffic controllers	56
Crowded ground facilities	49
Air pollution	46
Noise to residents	43
Too many near-misses	39
Air safety	31
Flight delays	30
Waste management	29

C. Effectiveness of Solutions

- * There is strong public support for a variety of measures being taken already to deal with problems at Pearson, including: more air traffic controllers, improved air traffic control equipment, and more effective noise monitoring systems.
- * There is also strong public support for building additional runways, corroborating the results of a similar survey conducted by Transport Canada.

These surveys also show that our industry, Transport Canada and other proponents have considerable work to do in showing the general and airport-area publics that improvements are already under way at Pearson International.

In particular, the public does not seem adequately aware of the \$13 billion being spent by Canadian air carriers on the Stage 3 aircraft. These new aircraft are 60 to 70 percent quieter than their predecessors and will comprise nearly 70 percent of the Pearson fleet by 1995, and virtually 100 percent of the fleet by the end of the decade.

We expect the public also needs to be more fully informed of such other significant noise mitigation initiatives as:

- * New take-off and climb out procedures being introduced April 1, 1990, which will reduce noise levels on take-off;
- * Limiting the speed of departing aircraft to 250 knots below 10,000 feet, which will further reduce noise levels in all surrounding communities;
- * Major increases in fines for noise offenders, up to \$10,000 per offence - a Transport Canada initiative which has the support of our association and member companies.

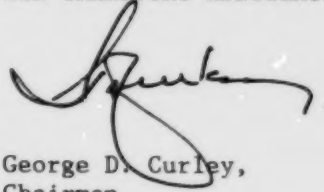
Mr. Guy Riverin

March 8, 1990
Page 5

I hope this information is useful to you and members of the panel. We will be releasing these results shortly to the general public and media in order to ensure all stakeholders have access to relevant information.

Sincerely yours,

AIR TRANSPORT ASSOCIATION OF CANADA



George D. Curley,
Chairman

GDC:ldc

Attachments:

- Decima Interview Schedule
- Decima Analysis
- Letter explaining survey methodology

108

The Regional Municipality of Peel

Planning Department

File Ref	F.E.A.R.O. B.E.E.E.
APR 12 1990	
REC'D / REÇU	

April 9, 1990

Mr. Greg Filyk
Information Officer
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Re: Environmental Assessment of Air Traffic
Management in the Toronto Region

Dear Mr. Filyk:

You were advised earlier of Council's adoption of my report as an interim response on March 22, 1990, to the Federal Environmental Assessment Review Panel. I am submitting a further report to the Regional Council meeting to be held on April 12, 1990.

I am hereby providing you with an advanced copy by FAX so that you will have received it prior to the April 16, 1990 deadline. I would appreciate your keeping this report on a confidential basis until I can phone you on the morning of April 17, 1990 to advise you as to how Regional Council dealt with the report.

Yours truly,



Peter E. Allen
Commissioner of Planning

PEA:jg
Encl.

cc M. R. Garrett, C.A.O.

Mr. Greg Filyk
Information Officer
FEARO
7548 Bath Road
Mississauga, Ontario
L4T 4E5

February 20, 1990

Dear Mr. Filyk,

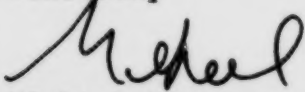
Having received the notice that you are now open for business I will address you with my concerns.

When initially contacted last year, I made mention that though I have a great many concerns, I feel that most of them can be more competently addressed by others, but that one of my particular concerns was related to the Fifth Line Cemetery located on the airport grounds. I asked back then if the new proposed runways would have any impact on the cemetery but received no answer. Therefore I hope that you are now in a position to address this. Would you please send me a map of the airport indicating the cemetery and the location of the new proposed runways?

This matter is of great importance to me as many of my ancestors were buried there in the late 19th century.

I look forward to your reply

Sincerely



Michael Harrison
43 Symons Street
Etobicoke, Ontario
M8V 1T7



CITY COUNCIL
HAMILTON, CANADA

Alderman Don Drury

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 545-7077 - WARD 3

26 February 1990

Mr. Greg Filyk
Information Officer
Environmental Assessment Panel
7548 Bath Street
Mississauga, Ontario
L4T 4E5

Dear Mr. Filyk:

Would you please change my address on your mailing list for information concerning the review of the alternatives to traffic congestion in the Toronto area from:

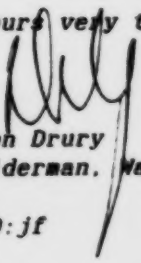
93 Carrick Avenue
Hamilton, Ontario

to:

Alderman Don Drury
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Please adjust your records accordingly.

Yours very truly,


Don Drury
Alderman, Ward 3

DD:jf

STEVEN OFFER M.P.P.
MISSISSAUGA NORTH
PARLIAMENT BUILDINGS
TORONTO, ONTARIO
M7A 1A2
TELEPHONE (416) 965-2021
FAX (416) 965-4910



LEGISLATIVE ASSEMBLY

277 QUEEN STREET SOUTH
STREETSVILLE, ONTARIO
L5M 1L9
TELEPHONE (416) 825-7200

February 27, 1990

Mr. Greg Filyk
Information Officer
Environmental Assessment Panel
7548 Bath Street
Mississauga, Ontario
L4T 4E5

Dear Mr. Filyk:

I would like to congratulate you on your new position as Information Officer in Mississauga for the Environmental Assessment Panel reviewing Air Transportation Proposals for the Toronto Area.

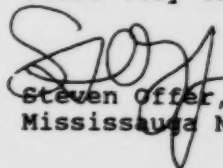
As M.P.P. for Mississauga North, I recently held a public forum in Malton to discuss issues of concern to members of our community; one of the chief issues raised was that of the expansion of Pearson International Airport.

I am advised that Panel has scheduled "scoping" workshops to gather public comment on the expansion plans for the airport site.

I am concerned that no direct advertising has occurred to advise the community of what these meetings entail and when and where they are taking place. I urge you to advertise the date and location of these meetings in our local media for the information of those most affected by the Panel's actions and decisions.

It is vital that the many individuals who live near Pearson are given the opportunity to participate in the review process.

Yours very truly,


Steven Offer, M.P.P.
Mississauga North

SO:h1b





THOMAS,
LARGE &
SINGER INC.

FOOD BROKERS
& IMPORTERS
ESTABLISHED 1912

40 EMBLEM COURT
SCARBOROUGH
ONTARIO CANADA
M1S 1B1

TELEPHONE (416) 291-9931

FAX (416) 291-9096

TELEX 065-25251

CABLE ADDRESS

ERLOMAS TOR

March 8, 1990.

Mr. Robert Connelly, Chairman
Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Reference: Traffic Congestion at Pearson Airport

Dear Sirs:

I am writing to you as I understand your panel to be responsible for reviewing the traffic congestion currently present at the Pearson Airport.

Our firm acts as a Food Broker in the Province of Ontario. Many of the food companies that we represent are from out-of-province, and have to make frequent visits to Toronto. It should be pointed out that in our Industry, over 60% of all food purchasing decisions in the country take place in this city.

I am constantly embarrassed by the comments that we get from our client's when they refer to the delays in services received at Pearson Airport. The comments indicate a negative attitude towards visiting our city, which manifests itself in fewer visits. This directly impacts our business, which in the long run, impacts the selection of food products available in this marketplace.

In addition, our firm sells many of our products to food service distributors. These distributors sell considerable amounts of product to the hotels and meeting places which cater to convention needs. I am sure that you are aware of the impact that the Pearson Airport problems are having on convention registrations.

I hope that this letter outlining our firm's position on the Pearson Airport is clear, but should you have any questions, please do not hesitate to contact the undersigned.

Yours sincerely,

P.D. Singer
President.

PDS/mb
[101P3]



INTERNATIONAL
FOOD
BROKERS ASSOCIATION





INTERNATIONAL ASSOCIATION of MACHINISTS
and AEROSPACE WORKERS

ASSOCIATION INTERNATIONALE des MACHINISTES
et des TRAVAILLEURS de l'AÉROSPATIALE



Office of the GENERAL VICE-PRESIDENT
Bureau du VICE-PRÉSIDENT GÉNÉRAL
CANADA

100, RUE METCALFE STREET, #300
OTTAWA, ONTARIO K1P 5M1
TEL. No.: (613) 236-9761
FAX No.: (613) 563-7830

Mr. Greg Silyk
Information Office
Environmental Assessment Review
7458 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Silyk:

This is to confirm the request made by Mr. Erlichman in this office that the International Association of Machinists and Aerospace Workers be given the opportunity to make a presentation at the "scoping workshops" on the environmental review of the Pearson Airport expansion, during the weeks of March 23 and March 30.

We look forward to expressing our views to the Panel and hope that you can provide us with the date and time of our appearance as soon as possible.

Sincerely,

Valerie Bourgeois
General Vice President

PRIORITY **1 ORGANIZE**
PRIORITÉ **RECRUTEMENT**



114

DOMINION COLOUR CORPORATION

77 Brown's Line, Toronto, Ontario M8W 4X9
Telephone: (416) 252-5351 • Telex: 06-967863 • Facsimile: (416) 232-0637

March 8, 1990

Mr. Robert Connelly
Chairman Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road,
Mississauga, Ontario
L4T 4E5

Dear Mr. Connelly:

This letter has been prompted by a recent communication from Mr. Gordon Riehl of the Board of Trade of Metropolitan Toronto on the subject of Pearson Airport.

I am attaching a copy of my letter of June 1st, 1989 to the Board of Trade on this topic.

Since the above letter was sent, a number of things have happened.

- (1) In October 1989, my wife and I were delayed for seven hours on a flight bound for Bermuda.

Boarding of the flight had actually started and a number of passengers, some in wheel-chairs, had been boarded when the seven hours delay was announced. No reason was given for the delay, the promised buses to the Constellation Hotel were not there and the hotel knew nothing about us when we did eventually get there.

After two months trying to get an explanation from "Air Canada" I was told that there were 90 other complaints ahead of mine and that I would have to wait. Any private business would not last long with this attitude to and treatment of customers.

- (2) Our company was bought by a Japanese company in December 1989 and I've had to use the "facilities" of Pearson Airport in the company of their senior managers and it is an understatement to say that I have been embarrassed and humiliated by the treatment they received in the long line-ups to check-in, by the hostile and discourteous security personnel, the delays in taking-off, (an average of 30 minutes) and again the long line-ups to go through Customs and Immigration on our return.

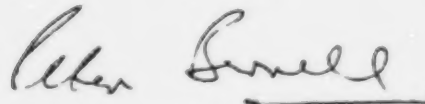
Any comparison of Pearson Airport and Tokyo airport, which I have also visited, must put Toronto in a very bad relative position to attract visitors, either on business or vacation.

- Page 2 -

There has been discussion in the media of Toronto hosting the Olympic Games. I can state emphatically that this is wishful thinking as the whole idea would grind to a halt at Pearson Airport and would be an international embarrassment to Toronto which in all other respects is a city second to none.

Yours very truly,

DOMINION COLOUR CORPORATION

A handwritten signature in dark ink, appearing to read "Peter Birrell", written in a cursive style. The signature is positioned above the printed name and title.

Peter Birrell,
President

PB/lc
Encl.



DOMINION COLOUR COMPANY

Division of Daishowa Industries Ltd.
77 Brown's Line, Toronto, Ontario M8W 4X9 • Phone No. (416) 252-5351
Telex No. 06-967863 Facsimile No. 232-0637

12.15
111

June 1, 1989

File

The Board of Trade
of Metropolitan Toronto
P.O. Box 60,
1st Canadian Place,
Toronto, Ontario
M5X 1C1

Attention: Mr. Peter Hermant
President

Re: Pearson Airport

Dear Mr. Hermant:

In response to your letter of May 26th, 1989, I must concur fully with your statements regarding the detrimental affect on our business operations as a result of the chaos at Pearson Airport.

Time is wasted in leaving early for the airport in anticipation of delays in approaching the terminals, particularly Terminal #1, finding a parking spot, queuing to check in at the airline counter, delays in going through security and immigration (for the U.S.). Security personnel are often discourteous and treat passengers like cattle.

Business travel has deteriorated from being a tolerable and necessary part of doing business to being a major source of frustration and a blatant waste of time and money.

Returning to this country (Pearson Airport) after a trip abroad can be a horrendous experience with anything up to one hour to clear Customs and Immigration. Visitors from Overseas have classed Toronto Airport as the worst they have experienced in their international travels.

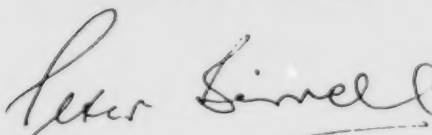
- Page 2 -

My worst personal experience at Pearson Airport occurred on March 17th/18th, 1989, when the British Airways flight to London scheduled to leave at 8:00 pm. March 17th finally left at 4:00 pm. March 18th, a 20 hour delay. The delay on March 17th was due to insufficient de-icing equipment and that on March 18th, due to the fact the engineer who had started the safety check on the aircraft on March 17th was having a day's holiday on March 18th and could not be located. Over the 20 hours delay we were again treated like cattle and supplied with information which was subsequently determined to be totally inaccurate.

In conclusion, I wish the Board of Trade every success in its attempt to improve conditions at Pearson Airport which is a disgrace to such a fine city as Toronto.

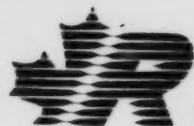
Yours sincerely,

DOMINION COLOUR



Peter Birrell,
General Manager

PB/lc



KEYSTONE TRAVEL LIMITED

118

March 09, 1990

Mr. Greg Silyk
Information Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Silyk:

Re: Future Development of Pearson International Airport

The construction of two additional runways at Pearson International Airport would lead to substantial operational improvements.

Expanded air traffic control capability will enable the current traffic demands to be met.

In Northern Ontario, Pearson International Airport is of vital importance for our clients for all their connecting flights. Additional runways and air traffic controllers would encourage more business. Also, with additional runways, more frequency for Northern Ontario would benefit the communities it serves.

Sincerely,

KEYSTONE TRAVEL LIMITED

Lois MacLeod
General Manager

Stuart House

119

Stuart House Canada Limited

77 Rivalda Road, Weston, Ontario
Canada M9M 2M6
Telephone (416) 745-8850
Telex: 065-27204

March 9, 1990.

Mr. Robert Connelly,
Chairman Environmental Assessment Panel,
c/o Federal Environmental Review Office,
7548 Bath Road,
Mississauga, Ontario
L4T 4E5

Dear Sir:

I am writing to you, the Chairman of Environmental Assessment Panel, re the proposed two new runways at Pearson Airport in Toronto, to advise you that with current delays and inconvenient scheduling does translate into lost business opportunities for our company.

As a sales and manufacturing company across Canada, we represent some nationally advertised brands and are in contact with our American counterparts on a regular basis, but we now meet in their offices in the U.S. because their people do not really want to get caught up in the terrible situation at Pearson.

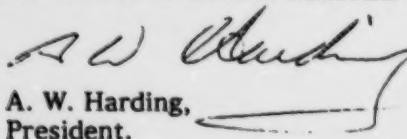
We have used private aircraft to take us to some of these companies in the U.S., but with the reservation system at Pearson it means simply more delays and more inconveniences. Needless to say it's a poor way in this day and age to try and keep up with competition while also trying to keep costs down.

I trust you will appreciate the concerns from a company like ours who are trying hard to plan and build a future for our 140 employees but we are held back by small time thinking where aviation is concerned.

Our hope is that the Minister of Transport will see the light and get moving.

Yours truly,

STUART HOUSE CANADA LIMITED


A. W. Harding,
President.

AWH/ss

4927S



120

IMPERIAL OPTICAL COMPANY LTD., 214 KING ST. E., TORONTO., CANADA., M5A 1J7, PH:E (416) 362-2020, TLX: 06-219691, FAX: (416) 362-3075

March 9, 1990

Robert Connelly, Esquire,
Chairman Environmental Assessment Panel,
c/o Federal Environmental Review Office,
7548 Bath Road,
Mississauga, Ontario,
L4T 4E5

Dear Mr. Connelly:

At the request of the President of the Board of Trade of Metropolitan Toronto, it is a pleasure to write to you and confirm the many submissions that have been made to the Department of Transport over the years by The Board Of Trade, in that the state of Pearson International Airport is seriously affecting the economic viability of the Toronto centred region.

While it is extremely difficult to nominate dollar and cents amounts to the delays that air travellers experience at Pearson, there can be no doubt what so ever that countless hours have been added to travel itineraries to take into account anticipated delays at Pearson. These result both from terminal congestion and inadequate transit on the land side, and air traffic delays resulting from a lack of proper runways and the continuing shortage of air traffic controllers.

Numerous suggestions have been made as to how this situation might be alleviated - but the most simple solution would seem to be the addition of the runways as suggested immediately, and the transference of air traffic controllers from less busy situations to the Toronto area until such time as training of air traffic controllers has caught up with demand.

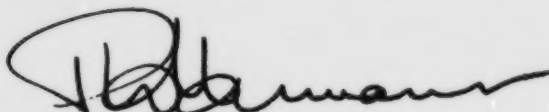
. . . 2

Robert Connelly,
c/o Federal Environmental Review Office,
Mississauga, Ontario.

-2-

I hope that the review currently under way will be conducted with the utmost urgency, and that approval be promptly given to those necessary additions to Pearson International Airport which will positively affect the continued economic viability of this business community.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Hermant', with a large, stylized initial 'H'.

Peter Hermant,
Chairman.

/cf-19

122
120 Adelaide Street West
Suite 1900
Toronto, Canada
M5H 1T1

Telex 06-217559
Telecopier (416) 862-1850
Telecopier Exploration
(416) 862-2450
Telephone (416) 862-2000

12th March, 1990

Mr. Robert Connelly,
Chairman Environmental Assessment Panel,
c/o Federal Environmental Review Office,
7548 Bath Road,
Mississauga, Ontario,
L4T 4E5

Dear Mr. Connelly,

With reference to your panels brief on the situation at Pearson Airport it is important that Corona Corporation adds its support to the tremendous lobby of disgusted air travellers who use Toronto's supposed means of air communications.

It is with a sense of lost pride in Toronto, that I write to you in anger, frustration and disgust that we the public, both business and pleasure seeking, are condemned to operate from a centre that at best can be described as a zoo and at times it can be indescribable.

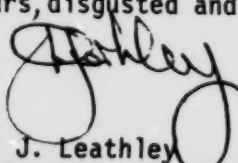
If you could properly poll the travelling public, and just as importantly the public who will not visit our city, primarily due to the Airport, it would shock you to hear the scathing remarks heaped upon this excuse for a travel centre.

The approach when arriving by vehicle can be ridiculous, the act of trying to get transportation away from the Airport at the end of a long flight would often make people resort to violence. There is no room to move when booking in if the Airport is at all busy, once you have booked in there is now no seats unless you wish to sit in a bar or restaurant. The flight delays due to overcrowding on the runways are frequent, almost always delays and many times Rapidair to Montreal is a joke due to delays.

We, our company representatives, travel all over Canada and the U.S.A. apart from New York you/we in Toronto can rightly claim to have the worst Airport in North America.

If we do not get off our butts and act, we shall succeed in strangling Ontario. We must have additional runways as quickly as possible and sort out the Limo/Cab situation.

Yours, disgusted and frustrated.


Gil J. Leathley
Senior Vice-President Operations

SB Capital Corporation Ltd.

March 12, 1990

123
2 Bloor Street East, Suite 3304
Toronto, Ontario M4W 1A7
Telephone: (416) 967-5439
Telecopier: (416) 928-1472

The Honorable Doug Lewis
Minister of Transport
330 Sparks Street
Place de Ville, Tower C
25th Floor
Ottawa, Ontario
K1A 0N5

Dear Mr. Lewis,

I travel frequently on business. Pearson International Airport is a national disgrace as well as an economic and social disaster for those travelling to and from the city of Toronto for business or pleasure.

Among the more infuriating problems are:

- chaotic incoming handling of immigration and baggage.
- long line-ups at security (what kind of detectors are used which pick up small change and even zippers on coat linings?)
- perpetual delays in departure - it is difficult to tell from announcements whether these are occasioned by labour problems with traffic controllers, or genuine overcrowding because of shortage of runways.
- very poor parking facilities and access for pick-up or drop-off. (particularly terminal 1).
- poor handling of dispatch for limousines and taxis at peak times.

Presumably the government has studied the functioning and design of such airports as Zurich and even Boston, where very heavy traffic loads are handled without such chaos and frustration. I would suggest you use Zurich as a model and take note of

- . handling of immigration and security (this is a high risk location on both counts but functions infinitely better than Toronto)
- . access to city via rail transportation
- . layout of duty free areas.
- . encouragement of use of baggage carts on escalators, even to the train station, etc. (They are especially designed to hook on escalators) etc.

Letter to The Honourable Doug Lewis
Minister of Transport
March 12, 1990

I give these as constructive suggestions. Handling of air transportation for a city growing as rapidly as Toronto is never easy - but it can be done with proper planning and by learning from the experience of others.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'A.G. Fells', with a long horizontal flourish extending to the right.

A.G. Fells
President

c.c. Mr. Robert Connelly
Chairman Environmental Assessment Panel



A Division of Canada Publishing Corporation
29 Birch Avenue
Toronto, Canada M4V 1E2

Vice President and Publisher

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March 12, 1990

Mr. Robert Connelly
Chairman Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Connelly:

I have just received a letter from Gordon Riehl, President of the Board of Trade, urging members of the Board of Trade to write to you regarding the proposed additional runways at Pearson International Airport.

Yes, the airport is clogged, yes, flying is no pleasure, and yes, present conditions have an adverse effect on business (missed meetings, a reluctance to travel even when necessary). However, it is my personal feeling that your board must be free to act in the long-term interests of the whole community, and I trust you will do so.

Yours sincerely,

A handwritten signature in cursive script that reads "Denise Schon".

Denise Schon
/jmcn

c.c. Gordon Riehl

Fax: 923-4821
Telephone: (416) 963-8830
Orders: (416) 293-8141
Fastmac: (416) 293-2020

KELLOUGH, PESTL ASSOCIATES INC.

APPRAISERS • BUSINESS AND REAL ESTATE ECONOMISTS

REPLY TO: HEAD OFFICE

March 12th, 1990

Robert Connelly, Esq.,
Chairman,
Environmental Assessment Panel,
c/o Federal Environmental Review Office,
7548 Bath Road,
Mississauga, Ontario.
L4T 4E5

HEAD OFFICE:
1070 BIRCHMOUNT ROAD
SCARBOROUGH, ONTARIO M1K 1S4
TEL (416) 752-1850
FAX (416) 752-8124

Dear Sir:

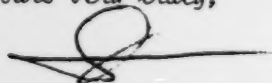
Pursuant to your inquiry regarding the two new proposed runways for the Pearson Airport I am not at all sure that two new runways are going to improve the operation of the airport, which in my view is a combination of ineptitude, bad planning and delay in doing anything about it.

Whether the air traffic controllers are capable of handling another two runways is of course, another matter. I have done a great deal of travelling around Europe and North America and I am constantly impressed by the efficiency of many airports in which I have to arrive and depart in comparison to the deplorable performance at the Pearson Airport. Cities with a tenth or less of our population are better served by their airports.

As a member of the Board of Trade of Metropolitan Toronto I have been asked to advise you of the effect of the Pearson Airport delays on our business. The effect has been quite simple, we do not now accept assignments in geographic locations that we cannot drive to.

I might add that it is probably only in Canada that it would be necessary to have so many hearings before such a simple matter as a couple of runways could be built.

Yours very truly,



W.R. Kellough, FASA
Land Economist

cc: Gordon W. Riehl, Esq., President
Board of Trade Metropolitan Toronto

WRK/ex AGRICULTURAL DIVISION • KELLWOOD FARMS • WALTERS FALLS, ONTARIO • TEL (416) 538-3388
FARMS IN: HOLLAND, EUPHRASIA, ST. VINCENTS, SYDENHAM TOWNSHIPS, GREY COUNTY
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127

590 Graham Drive, Box 3060, North Bay, Ontario P1B 8L4
590, Graham Drive, C.P. 3060, North Bay (Ontario) P1B 8L4

1990 03 09

VIA FAX

Mr. Greg Silyk
Information Office
7548 Bath Road
MISSISSAUGA, Ontario
L4T 4E5

Dear Mr. Silyk:

I am writing to advise of our interest and need to have a high level of air transportation from our locations in Northeastern Ontario to Pearson International Airport.

With our locations now being served in the main by Dash 8 aircraft, I understand a main reason for many delays in getting into and out of Pearson relates to the low priority given to aircraft of this size at Pearson.

Ontario Hydro has a major involvement in Northeastern Region with 1200 employees working out of eight Area and five District Offices. Main aviation routes to Pearson are from North Bay, Sudbury and Timmins. North Bay being the location of our Regional Office where senior management staff are located, frequent travel to our headquarters in Toronto is required.

Current experience with delays and cancellations reflects anything but what is needed to ensure we, and others anxious to serve our customers, can, so they can compete in the global market now and in the future.

The Panel's serious consideration of this domestic need is requested. I am unable to appear at your 'scoping' hearings. Please accept this as a statement of our request that adequate facilities be available to allow for handling of all aircraft requiring access to Toronto.

Yours truly,

G.R. Barrett
Director
Northeastern Region

cc Air Ontario
Federal MPs - North Bay, Sudbury, Timmins

Telephone (705) 472-8000 Téléphone
FAX (705) 472-1204 Télécopieur

128

Dr. Shawn E. Scherer, Psychologist

READ CLINIC
253 Danforth Avenue, Suite 100
Toronto, Ontario M4K 1N2
Telephone (416) 469-5909

March 13, 1990

Mr. Robert Connelly
Chairman
Environmental Assessment Panel
c/o Federal Environmental Review Office
7584 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Sir:

This letter is to express our Clinic's tremendous frustration with the Pearson Airport design and operations. Both terminals are antiquated, inefficiently run, with extraordinarily long distance to travel in Terminal 2 and often confusing movements about Terminal 1. Patients from across the province and elsewhere frequently must attend at our Clinic, and I have heard many reports from them as to the problems at the terminal. As well, we provide Clinics across the province several times monthly, and are constantly frustrated by the design problems in the structures that complicate operations.

The waiting period for flights has grown enormously long, with few flights, in our experience, leaving on time. This has created major complications in our scheduling, has been a significant cost addition to our patients, as well as to ourselves in our arrangements for Northern Clinics. The airport is definitely in need of more runways, as well as a total structural reorganization of the terminals.

Certainly, adding additional runways alone, as well as the new third terminal will serve to improve the situation, but a thorough review of the entire airport design, location, and capacity to serve the public is essential. Very much improved

cont'd

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.../R. Connelly

2

and expanded operations at Pearson Airport are critical to our business. It is an embarrassing fact that businesses across North America have come to see Toronto's airport as a joke. I have heard personally from a great number of persons who have chosen to select other cities for professional conferences, and scientific meetings. To be an international city, we require an international calibre airport.

Sincerely,

A handwritten signature in dark ink, appearing to be 'S.E. Scherer', with a long horizontal flourish extending to the right.

S.E. Scherer, Ph.D., C. Psych.
Clinic Director

:mc



Highwood Sales

P.O. Box 400
128 Duke Street, Ingersoll
Ontario N5C 3V3
Telephone: (519) 485-2290

130

March 13th, 1990

Mr. Robert Connelly, Chairman
Environmental Assessment Panel
Federal Environment Review Office
7548 Bath Road
MISSISSAUGA, Ontario
L4T 4R5

Dear Sir:

The present intolerable situation at Pearson International Airport has had and is having a serious effect on our small company.

We are almost 1 1/2 hours from Toronto and 2 1/2 hours from Detroit. So for the past year, when travelling to the U.S., we now go through Detroit even though it take an extra two business hours per trip.

In my opinion, there is no point in building Terminal Three if the present runways remain the same.

People who bought homes near the Airport, bought homes near the Airport!

We depend upon our exports; please let us continue to grow.

Yours sincerely,

Peter C. Stewart
President

PCS*sd

March 15, 1990

Environmental Assessment Panel
c/o Mr. Guy Riverin
Executive Secretary to the Panel

RE: Review of Proposed New Runways at Pearson International Airport

From what I read in their profiles the panel members appear to be intelligent, responsible people. I hope that they do not feel pressure to come up with a favourable response for the runways, even through the outcome of their studies may be negative.

It's true that living near the airport has made me acutely aware of the negative aspects of being an airport neighbour, but I think that extensive aircraft use has much broader implications.

I do not believe that there should be unlimited expansion of the airlines industry. In an age when we have come aware of the damage done by burning non-renewable fossil fuels, why do we want to increase their use on such a grand scale. Fumes from these aircraft pollute not only our neighbourhood, but every piece of land, plant and animal that is reached by the exhaust that is trailed in the air. We are no longer naive enough to believe that this is entirely harmless, especially when used on a large scale.

There have to be alternatives such as:

- up-to-date rail technology
- re-education of the potential travellers - Businesses encouraged to use FAX, video, satellite communication in lieu of some travel.
- Re-examination of our lives and neighbourhoods. Why do we need to escape?
- Do our own manufacturing, rather than shipping away natural resources to be shipped back as manufactured goods.
- Make full use of our own farm produce, freezing, canning, greenhouse production, more home gardens.
- More trade of technology, rather than the actual manufactured goods.
- Become very self-reliant and distinctive.

When we moved into our Etobicoke home twenty-four years ago, noise and fumes from the airport were minimal. We had full enjoyment of our backyard. Three years ago we decided to have an economical vacation at home. That is when we were hit with the full impact of the changes to our neighbourhood environment which had occurred because of larger, noisier, more frequent aircraft. The constant, reverberating noise, accompanied by aircraft fumes was not conducive to a restful vacation.

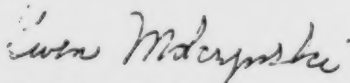
It is helpful that most airlines are investing in new, quieter aircraft, but very contradictory for permission to be given to operate the optimum noisy aircraft, the Concord, in and out of Pearson Airport.

At some point (no one seems to know exactly when) the 11:00 PM flight curfew was moved to 12:00 PM, then a holiday special curfew of 1:00 AM. The thunderous noise reached a crescendo late in 1988, making it very difficult to get a needed night's sleep. There was some immediate relief when flights were limited to 70 per hour. I am receiving treatment for sensitivities to exhaust fumes in the environment. It is difficult to imagine what the environment will be like when the number of flights is doubled, the airport is in use twenty-four hours each day, the airlines garbage is doubled, and an incinerator is belching out its fumes.

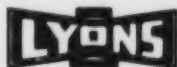
I would appreciate the panel considering the following when doing their environmental assessment:

1. Test for noise and toxic fumes under overcast conditions with north westerly prevailing winds.
2. Test in the residential area that is affected by Pearson Airport, 401 hwy. 427 hwy. and Rexdale industry.
3. Project the figures with the increased aircraft and vehicular traffic expected in the next ten years.
4. Consider re-educating business and private potential travellers. We should be entering a period of restraint and conservation.
5. Does Pearson have to be a hub airport?

Yours truly,



Gwen Mokrynski
19 Waterbury Drive
Weston, Ontario M9R 3X8



G. JARVIS LYONS, SIOR
president

S.E. LYONS AND SON LIMITED
INDUSTRIAL AND COMMERCIAL REAL ESTATE

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133

March 16, 1990

Mr. Robert Connelly
Chairman Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Sir:

Re: Pearson Airport Delays Affecting Business

May I add my concern to the many businessmen in Mississauga whose appointments are frequently disrupted by the inability of incoming passengers using the Toronto International Airport (Pearson) to clear formalities, retrieve luggage and depart from the airport within a reasonable period of time. On a recent Sunday afternoon, I waited for nearly 30 minutes in line to leave the baggage area with one piece of carry-on luggage (not checked through).

May I also voice frustration at having to wait nearly 40 minutes to exit from the Terminal 2 parking garage in February, 1990 due to only two of the five exit cashiers being open (mid-afternoon on a Sunday) and the obviously disinterested attitude on the part of the cashiers themselves.

Such unnecessary impediments reflect extremely poorly on management and the government attitudes perceived to be behind such inefficiency.

Sincerely,
S.E. LYONS AND SON LIMITED

G. Jarvis Lyons, SIOR
President



134

BOX 3295, LONDON, ONT., CANADA N6A 4K3 • 432-7551 • FAX 432-8063

March 19, 1990

Mr. Greg Silyk
Federal Environmental Assessment Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Re: Lester B. Pearson International Airport

The Air Services Committee of the London Chamber of Commerce strongly endorsed the proposed runway additions to L.B. Pearson International Airport (PIA).

Public media, professional media, DOT studies, air travellers and air carriers have all attested to the need for more service and better facilities. From an economic and commercial perspective, the need for more service in and through PIA is an absolute imperative. Toronto has become the commerce centre for Canada and consequently, Canada's future in a freer, more global trade environment will be dependent upon the quality and access to Toronto of transportation and communication.

Another airport is not required. More runways, more terminals, and more services as recommended for PIA are mandatory.

The studies have quite properly documented the need for runways which can support the utilization of all kinds of aircraft i.e.: jet, prop-jet, and those with propellor driven, reciprocating engines.

Business related travel by passengers and shipment of freight is not limited to commercial carriers. In fact, more business passengers and goods are moved by private or general aviation aircraft - in Canada and the U.S.A. - than by regular public carriers. Turbo traffic and other types of aircraft must be supported by PIA.

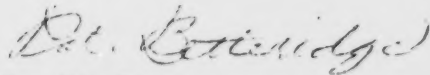
With respect to major carriers, it has become the operational pattern to use PIA as a major hub to be "fed by" regional carriers using smaller, more efficient, propellor driven aircraft. This makes sense economically, environmentally, and practically.

Page 2

There should be no restrictions on business related air services. Canada's overall development in this century was largely dependent on the entrepreneurial spirit of some of its 'air' minded leaders. The railroad started this country, airplanes extended this country and airplanes will support this country's evolution into the next century.

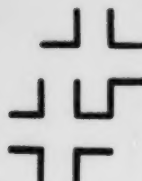
This evolution can be done wisely by supporting the plans for PIA and the London Chamber of Commerce is anticipating a decision which will relate to more service for more people using all means of air travel.

Yours sincerely,



Dr. Ron Posno
Chairman
Air Services Committee

/pb

**Waywell Associates Ltd.****MANAGEMENT AND FINANCIAL CONSULTANTS**

190 Kerr St., Ste. 806, Oakville, Ont. L6K 3A9

(416) 849-6610
Fax (416) 842-0317

March 20, 1990

Mr. Robert Connelly
Chairman,
Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ont.
L4T 4E5

Dear Sir,

PEARSON INTERNATIONAL AIRPORT

I am a former President of Etobicoke Industrial Association, and a former resident of Etobicoke who considered purchasing a home in the Markland Woods development at the time I lived near the Etobicoke Creek.

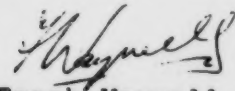
I contend that anyone who purchased a property reasonably close to existing or potential flight paths has no right to object to future extensions of the airport facilities. The possible inconvenience of noise and other factors was reflected in the purchase price.

In the 1960s I attended a luncheon meeting at one of the Airport strip hotels. The subject of an additional north/south runway came up for discussion when residents of Markland Woods were most vociferously opposed.

I pointed out to them that I had contemplated buying a house there, but realized that it was on the flight path for the airport. They had no response to my statement that anyone buying a house in such a location or adjacent to a major highway really has no right to complain at any extension of either runway or highway facilities. They were in place before the houses were built and had an effect on the price of the property.

As a former pilot, resident and businessman, I consider the failure to provide the additional runways during the last 25 years to have been very damaging to both private and business travel. Too much attention has been paid to a very vocal miniscule group of people whose objections were and are mainly invalid.

Sincerely,


Frank Waywell
President.



**The Sheraton Centre
Hotel & Towers**
The hospitality people of **ITT**

Marcel P. van Aelst
AREA VICE-PRESIDENT & MANAGING DIRECTOR

March 20, 1990

Mr Robert Connelly
Chairman Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ont. L4T 4E5

Dear Mr Connelly,

Re: Pearson International Airport

As Canada's largest convention hotel, it is important for you to know our feelings about the services provided by the Pearson International Airport.

Our guests are constantly telling us how much they enjoy Toronto and its "world class" status. However, they also frequently mention how dismal and inefficient our airport is.

I am sure that you are aware of the recent feature in the Toronto Star where Mr Roy Evans, Executive Director of the Professional Convention Management Association, indicated he could not nor would not recommend Toronto as a convention site due to the inefficiencies and delays encountered at the airport. For this hotel alone, this one convention would have generated revenues in excess of 750,000.

Although we are unable to definitely attribute some leisure and business losses that we are experiencing to the airport, we do feel that it is one of the major causes.

Mr Connelly, we are encouraged that these talks are taking place and are looking forward to the opening of terminal 3. We hope that consideration is given to providing 2 additional runways.

Yours sincerely,

Marcel P. van Aelst

/mp

c.c. Mr Tom Savage - ITT Canada Ltd.



CITY OF SARNIA
ONTARIO, CANADA

138
(519) 332-0330
CITY HALL
ONTARIO, CANADA
N7T 7N2

March 20, 1990

Federal Environmental Assessment Review Office
Information Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Attention: Mr. Greg Silyk

Dear Mr. Silyk:

Re: Air Services at Pearson International Airport

At its meeting held on March 19, 1990, Sarnia City Council adopted the following resolution:

"THAT Sarnia City Council support the proposed expansion of Pearson International Airport to further service numerous Ontario communities which, for economic growth and development, depend on direct access to Toronto through Pearson International."

Yours truly

D. B. Kelley
Deputy City Clerk

/sw

C.C. W. S. Deluce, President & C.E.O.,
Air Ontario

Received at 139
FEARO office
March 21/96

Mr. Robert Connelly
Chairman Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga Ontario
L4T 4E5

Re: Pearson Airport

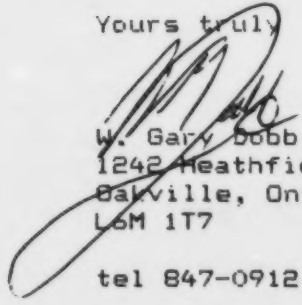
I understand that you are undertaking a review of the changes required at this airport.

I travel out through Pearson about 12 times per year for either business or personal reasons. I have been to many airports in Canada and the world. Primarily I travel to Edmonton, Vancouver, Montreal, New York, Los Angeles, Hawaii, Sydney (Australia), Tampa and London (England). I find that Pearson ranks at the bottom of this list.

The delays for take off are not acceptable - it is far worse than that at Laguardia, New York. I believe that more effective use of the facilities can be made. For example you could force all Charter and Cargo flights to go to Mount Hope which would then free up considerable time for regular schedule flights. Also the time embargo should be dropped, I do not know of any other major airport that has such a restrictive time allotment for flights. I strongly believe that the airport should operate on a 24 hour basis. Substantial progress has been made in the engineering of engines since the airport first opened and they are much quieter. I think from a practical, economical sense that these changes would be much less expense than another runway and could be accomplished much faster. However, eventually we must add another runway. But first let's make maximum use of the facilities that we have now.

The delays at Pearson, now make it mandatory for you to travel to New York or Montreal the night before, if you have an early morning meeting. This adds the additional expense of hotel rooms and meals to the business traveller, that must eventually be passed onto the consumer. I think that it is time to say enough is enough and look at the economics of the situation and adopt the simple alternatives mentioned above. Unfortunately, the people establishing policies like this do not have to face the test of profitability and there is very little incentive to act in a rational business like way. I ask that you consider my comments in your review.

Yours truly


W. Gary Dobbie
1242 Heathfield Cr
Burlington, Ontario
L6M 1T7

tel 847-0912



**Maclean Hunter
Cable TV**

Dear

Thank you for your request for Cable 10 Etobicoke to cover your event for community television. We will be pleased to consider your proposal if our staff, volunteer crew and mobile equipment is available, and your event complies with our programming policies below:

1. The event is taking place within the City of Etobicoke.
2. Your organization is based within the City of Etobicoke.
3. A significant number of the participants in the event are members of our community. (Our programming can only be seen in Etobicoke).
4. You will publicize the fact that the event is being televised by Cable 10 Etobicoke and when it may be seen on the community channel. (We will call you with the scheduled air dates after your proposal has been accepted. We require samples of this publicity prior to the event).
5. A person from your organization be assigned to work with us to ensure that our coverage proceeds as smoothly as possible.
6. You complete and return to us the attached "Release & Assignment" and "Copyright Clearance" forms.

With the above points in mind, would you please be kind enough to complete the attached programme proposal and return it to me. We will contact you again within a few days after receipt.

Yours sincerely,

Colin Musson
Manager of Community Programming
Cable 10 Etobicoke
80 Worcester Road
Etobicoke, Ontario
M9W 1K7

Please keep this letter on file for your future reference.

THE AIRPORT
IS ALWAYS
BIG NEWS IN
ETOBICOKE.
I THINK #10
WOULD BE
INTERESTED

Wanda
Received from Wanda
Jensen Mar 22/90

REQUEST FOR COMMUNITY TELEVISION COVERAGE OF
A COMMUNITY EVENT BY CABLE 10 ETOBICOKE



CABLE 10 /11
ETOBICOKE

Date: _____

Name of your organization: _____

Address: _____

Postal Code: _____ Phone number: _____

Our contact person (in your organization): _____

Contact's phone numbers: Res: _____ Bus: _____

What is the event? _____

Where is it taking place? _____

Building contact (that day) _____ Phone number: _____
i.e. arena manager

Date of event: _____ Start time: _____ Duration: _____

Why do you wish us to cover your event for community television?

Outline the activities taking place.

WHERE AND HOW WILL YOU PUBLICIZE THE SCHEDULED AIR DATES OF OUR TELEVISION COVERAGE?
All publicity must be approved by us before distribution.

Press Releases ☐

Flyers ☐

Posters ☐

Newsletters ☐

Programmes ☐

Advertisements ☐

Other (please specify) _____

Your name: _____ Phone numbers: _____
(If different from above)

142.

RELEASE AND ASSIGNMENT

FOR GOOD AND VALUABLE CONSIDERATION receipt of which is hereby acknowledged, I hereby assign to MACLEAN HUNTER CABLE TV all my rights in and to the program(s) or production(s) in which I participate.

This includes, without limitation, the sole and exclusive rights to tape, record or otherwise fix that program or presentation or any part of it in which I have participated. It also includes the right to cablecast, duplicate or distribute the program or any part of it in any form. I also consent to the use of my name or likeness in or in relation to the same in any manner.

Name: _____

Signature: _____

Date: _____

Address: _____

SPONSORSHIP

Community Programming is a free service provided by Maclean Hunter Cable TV. There is absolutely no charge to you, or your group, to produce any community programming or to televise your event. However, C.R.T.C. regulations allow Maclean Hunter Cable TV to solicit sponsorship to off-set production and other costs related to producing and televising your programme or event, or any other community programme or event. Any funds received will be used to help initiate or improve community programmes.

SPONSORSHIP ACKNOWLEDGEMENTS MAY APPEAR DURING THE COURSE OF YOUR PROGRAMME.

COPYRIGHT WARNING

You should be aware that problems with television coverage may exist if any part of, or all, of your event is protected by copyright.

ANY SONG, MUSIC, PLAY OR OTHER WORK CREATED BY AN AUTHOR WHO IS NOT DEAD OR HAS NOT BEEN DEAD FOR MORE THAN 50 YEARS MAY POSSESS COPYRIGHT IN CANADA. ANY PERSON PERFORMING SUCH A WORK SHOULD OBTAIN PERMISSION FROM THE OWNER OF THE COPYRIGHT, WHETHER IT BE THE AUTHOR OR OTHER PERSON TO WHOM COPYRIGHT IS ASSIGNED, BEFORE THE WORK IS PERFORMED OR RECORDED. IT IS THE OBLIGATION OF YOUR ORGANIZATION TO ENSURE THAT ANY PERMISSION HAS BEEN OBTAINED BEFORE ANY COPYRIGHTED WORKS ARE USED.

I understand my responsibilities of obtaining copyright clearance as detailed above.

Name: _____

Signature: _____

Date: _____



The Regional Municipality of Peel

Office of the Clerk

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March 23, 1990

Our Reference: P2

Greg Filyk
Information Officer
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Subject: Environmental Assessment of Air Traffic
Management in the Toronto Region

Your attention is drawn to the following report that was approved by Regional Council at its meeting held on March 22, 1990:

"That Regional Council submit the report of the Commissioner of Planning dated March 12, 1990, titled "Environmental Assessment of Air Traffic Management in the Toronto Region" as the Region of Peel's interim response to the Federal Environmental Assessment Review Office Panel and advise that a more complete response will be made in April, 1990;

And further, that a copy of the subject report be sent to the City of Mississauga, the City of Brampton, the Town of Caledon, the Ministry of Transportation of Ontario, and all area M.P's and M.P.P.'s for their information."

I trust this information meets your requirements.

Terry Fenton
Clerk's Assistant

:lb

cc: Deborah E. Trouten, Regional Clerk and Director of Administration
P.F. Allen, Commissioner of Planning

10 Peel Centre Drive Brampton, Ontario L6T 4B9 - (416) 791-9400



March 12, 1990

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CHAIRMAN & MEMBERS OF
PLANNING COMMITTEE

SUBJECT: ENVIRONMENTAL ASSESSMENT OF AIR TRAFFIC
MANAGEMENT IN THE TORONTO REGION

I. INTRODUCTION

1. Transport Canada Proposal

Earlier this year, Transport Minister Benoit Bouchard and Minister of State for Transport, Shirley Martin, confirmed Lester B. Pearson International Airport (PIA) will be developed to its optimum capacity, and will continue to be the major airport for the area.

Planning is underway to introduce operational improvements including expanded air traffic control capability and further noise management measures. These and other proposals will improve current operations but will not meet forecasted capacity demands.

A proposal has also been made for construction of two of possible four additional runways; the optional configurations are currently being identified by Transport Canada. Since a project of this nature has many potential environmental, economic and social implications, the Minister requested that a public environment assessment review be undertaken. A final decision on the runways will be made after recommendations resulting from the review have been received.

2. FEARO Panel Appointment

Lucien Bouchard, the Federal Environment Minister announced on November 22 the appointment of a five-member environmental assessment panel to undertake a public review of the problem of increasing air traffic in the Toronto area. Their terms of reference have been issued, and will cover:

- i) a review of environmental and socio-economic effects of Transport Canada's medium and long term proposals to address the problem of increased air traffic at PIA;

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- ii) in an interim report in one year, conclusions and recommendations on the environmental and social acceptability of the runway proposals; and
- iii) in two years, final recommendations of the means to accommodate future demands for aviation services, including examination of the Master Plan for PIA and environmental and socio-economic implications of proposed plans relating to land and air traffic throughout the region.

II. PROCESS TO BE FOLLOWED

The Panel is currently developing operational procedures for the review, which will include timing of the various steps in the process, communication mechanisms and procedures to be followed in the public meetings.

Preliminary meetings ("Scoping Sessions") will be starting on March 23, 1990, to identify issues and concerns that will be addressed in the review. Information regarding the project, in the form of letters or briefs, can be forwarded by groups or individuals directly to the Panel or presented at one of the meetings. The sessions are informal and it is not necessary to have legal council.

The information the Panel receives at these meetings will be used to set out the Guidelines that Transport Canada, as the proponent of the project, must follow in preparation of an Environmental Impact Statement. Therefore, it is important that all interested individuals, companies, communities and associations - all

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possible stakeholders - inform the Panel of their interest in the review and identify the issues they want to see covered. The Guidelines will be released for public comment before they are finalized and forwarded to Transport Canada.

The process that is being followed is expected to be a very comprehensive and critical review of all associated issues. The Department will be contracting a number of experts to assist in its work. The final document(s) which may take six to eight months to prepare, will be circulated publicly to determine if any additional studies or further information needs to be provided by the proponent. Transport Canada will respond to any identified need and submit a final document to the Panel.

When the Panel is satisfied that the final document meets the requirements of the Guidelines under which it was prepared, public meetings will be held to discuss the Environmental Impact Statement. Again these are relatively informal sessions; interested parties can either appear or make their views known in writing. The positions of all parties are on the public record.

Once the hearings are complete, the Panel will issue an interim report to the Minister of the Environment on the expansion of runway capacity. The conclusions and recommendations of the Panel will be taken into account before any final decisions are made on the project.

III. REGIONAL CONCERNS

The "Scoping Sessions" will define the issues and the extent of the studies required by the environment panel in order to adequately assess the environmental impact of runway and associated airport expansion. The early indications are that this assessment will include the natural, social, economic, and institutional environment.

Staff are preparing a comprehensive report for the April Planning Committee meeting. Issues that have been identified and will be addressed are noise, the method used in airside traffic forecasts, how the expansion will be financed, how ground access will be improved to handle increased volumes, how de-icing fluids will be handled after use and the effect of the proposed incinerator (P.R.R.I.) will have on exhaust gases from aircraft.

An important independent study by the GTA Airport Study Committee has also been initiated with a report intended to be submitted to the GTCC by August 1, 1990. The purpose of this study is to identify potential strategic alternatives and will examine airports with easy access to the GTA.

The Study is headed by Doug Lychak, City Manager, City of Mississauga and the Regional Chief Administrative Officer is a member of that Committee.

The "Scoping Sessions" for the Federal Study commence on March 23, 1990 and conclude on April 3, 1990. Because of the lack of time to complete Peel's submission by that date the following recommendation is made.

IV. RECOMMENDATIONS

1. That Council submit the report of the Commissioner of Planning entitled "Environmental Assessment of Air Traffic Management in the Toronto Region", dated March 12, 1990, as the Region's interim response to the Panel and advise that a more complete response will be made in April, 1990.
2. Further, that the Cities of Mississauga and Brampton, the Town of Caledon, and Ministry of Transport of Ontario, and the M.P.'s and M.P.P.'s representing the Region of Peel be provided with a copy of the report of the Commissioner of Planning.

Peter E. Allen
P.E. Allen
Commissioner of Planning

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RAR A/CAO.



TELECOPIER TRANSMITTAL LETTER

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DATE	YR.	MO.	DAY
	90	03	23
TIME	10:15		A.M. P.M.

PLEASE DELIVER THE FOLLOWING

TO	Greg Filyk	FAX NO.	676-3559
DEPARTMENT		ATTENTION	
LOCATION	Information Officer		
FROM	TERRY FENTON		
DEPARTMENT	Clerk's		
SUBJECT	Report from Carmie (March 22/90) Environmental Assessment of Air Traffic Management in the Toronto Region		
FILE REFERENCE NO.			

TOTAL NUMBER OF PAGES, INCLUDING COVERING PAGE:

6

**PLEASE NOTE: IF YOU DO NOT RECEIVE ALL THE PAGES, OR REQUIRE
INFORMATION, CALL: 1-(416)-791-9400 EXT. 330**

70 Geneva Crescent
Bramalea, Ontario
L6S 1K9

March 26, 1990

Mr. Greg Filyk
Information Officer
7548 Bath Street
MISSISSAUGA, Ontario
L4T 4E5

Attention: Mr. Robert Connelly
Environmental Assessment Panel reviewing
air transportation proposals in the
Toronto area Scoping Meeting

Dear Sir:

Ward 11 of the City of Brampton has experienced considerable and increasing discomfort from aircraft using the north/south 33/15 runway at Lester B. Pearson Airport.

In considering the advisability or otherwise of an additional north/south runway we would want the following quality of life issues fully investigated.

SAFETY:

Provision of state of the art air traffic control equipment complete with proper housing for the same and for the controllers.

Provision of an adequate quantity of fully trained air traffic controllers.

Planning to ensure the numbers of air traffic controllers is kept at adequate levels to handle any future increases in airport useage.

Installation of state of the art monitoring equipment to ensure flight path regulations can be enforced.

Passage by the Federal Government of the \$10,000 fine for take-off and landing infractions.

-2-

AIR QUALITY:

Measurement of air quality beneath flight paths to ensure it does not endanger public health.

Investigation and analysis of spotting that occurs on homes beneath flight paths to determine cause and, if aircraft related, to bring about remedy.

NOISE:

Review of noise level impacts on people and the development of new noise level contours.

Noise abatement recommendations for new and existing developments in the residential and industrial areas of Ward 11.

Review of hours of operation of the Lester B. Pearson Airport with a view to cutting down noise levels at night and reducing the number of permitted take-offs and landings.

FACILITIES:

Provision of sufficient terminal capacity to handle passengers and baggage with a minimum of delay and discomfort.

Provision of garbage disposal which will meet Governmental (Ministry of Agriculture) standards.

Yours truly,

Alan Gibson

Alderman Alan Gibson (for Ward 11 C.A.C.)
AG:et

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Sault Ste. Marie Economic Development Corporation

1990 03 26

Mr. Greg Silyk
Federal Assessment & Review Office
7548 Bath Road
Mississauga, ON
L5T 4E5

Dear Mr. Silyk:

Please accept the following letter from the Sault Ste. Marie Economic Development Corporation, in support of runway expansion at Toronto's Pearson International Airport. I would request that the Review Panel allocate adequate consideration to all viewpoints which may stem from Sault Ste. Marie or any other northern centre.

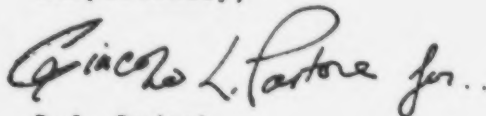
As you may already be aware, the quality of air service to Sault Ste. Marie over the previous two years has greatly deteriorated. This fact alone has brought forth crucial concerns from business people who currently commute from Toronto to the Sault and vice-versa. These people depend heavily upon efficient and punctual air service as do many other businesses in Sault Ste. Marie, and should this service continue to decrease, our city would incur great negative economic and social setbacks.

It is our understanding that an option to congestion of the air traffic in Toronto is to relocate air services from Pearson to various locations in southern Ontario. This move would only aggravate this situation, as it is at present, a difficulty to commute to Toronto and back.

As Sault Ste. Marie is directly impacted by this resolution, it is our belief that a public hearing should be held in our community to further discuss solutions that would benefit all parties involved.

Thank you for considering our views.

Respectfully,



D.J. Rudack

DJR/an

R.R. #2, Aurora, Ontario
L4G 3G8

March 28, 1990.

Mr. Robert Connelly,
Chairman Environmental Assessment Panel,
c/o Federal Environmental Review Office,
7548 Bath Road,
Mississauga, Ontario.
L4T 4E5

Gentlemen:

Re: PEARSON AIRPORT.

Time constraints prevent me from going into this matter in detail.

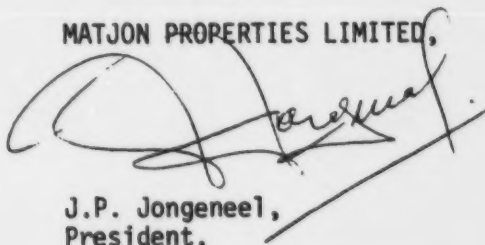
The incredible crowding, inefficiency and delays at Pearson Airport are not only affecting the casual traveller and/or business traveller but is resulting in a problem which goes much deeper. Toronto is being avoided as a gateway into Canada. The people of Ontario are not only suffering inconvenience, but are losing economic opportunities as well.

The construction of Terminal 3 will only alleviate part of the problem.

As a frequent traveller throughout Europe and North America I would rate the present and anticipated (next five years) situation in Toronto as a detriment. This is an urgent matter and should be dealt with immediately.

Yours truly,

MATJON PROPERTIES LIMITED,



J.P. Jongeneel,
President.

JPJ/jb

P.O. Box 6002
Lester B. Pearson International Airport
Toronto AMF, Ontario, Canada L5P 1B4

C.P. 6002
Aéroport international Lester B. Pearson
Toronto AMF (Ontario) Canada L5P 1B4

March 29, 1990

Mr. Robert Connelly
c/o Environmental Assessment Panel
Reviewing Air Transportation Proposals
7548 Bath Street
Mississauga, Ontario
L4T 4E5

Dear Mr. Connelly,

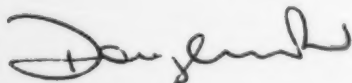
As requested by the Panel during my submission to the Scoping Workshops, I am pleased to supply the following information regarding Air Canada services during the quiet hours at Pearson International.

The following information is based on our operating plan for August 1990:

- o In a typical week, Air Canada will operate 18 arrivals and 18 departures of pure freighter aircraft. These flights will all be operated by DC8-73 aircraft which are Stage 3 aircraft.
- o Regarding the number of overall departures and arrivals in the quiet hour periods, between 12 a.m. and 7 a.m., there will be 34 arrivals per week and 14 departures. In addition, 13 departures will be scheduled for a 6:50 a.m. departure, but these aircraft will not be airborne prior to 7 a.m.

Please do not hesitate to contact me should you require further information.

Yours sincerely,



Douglas D. Port
Senior Director, Airports Development

Karen Campbell
Director of Economic Development

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City of Mississauga
300 City Centre Drive
Mississauga, Ontario, Canada
L5B 3C1



Tel: (416) 896-5012
FAX: (416) 896-5220

April 4, 1990

Mr. Greg Fylik
Information Officer
Federal Environmental
Assessment Review Office
7548 Bath Road
Mississauga, Ont.
L4T 4E5

Dear Greg:

Enclosed are ten revised copies of the City of Mississauga Brief to the Environmental Assessment Panel containing the proper appendices. I have also enclosed the Mississauga Official Plan, the Mississauga Ten Year Transit Service Strategy Plan and the Terms of Reference for the Greater Toronto Area Airport Study as requested by the Panel. Paula Caldwell also asked about a joint Federal/Provincial study on air strategies in Southern Ontario. We do not have any further information about this study, although it is our understanding that it has not been undertaken.

Please do not hesitate to call me if you require any further information.

Yours truly,

Karen Campbell

Karen Campbell
Director of Economic Development

cc: Paula Caldwell

2793B/26

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D. G. Hemple
261 Riddell Street
Woodstock, Ontario
Canada N4S 6N5

March 29, 1990.

Mr. Gregg Filyk, Information Officer,
Federal Environmental Assessment and Review Organization
Re. Pearson International Airport Expansion,
7548 Bath Road,
Mississauga, Ontario. L4T 4E5

Attention: Mr. Bob Connelly, Chairman of the Panel.

Dear Mr. Filyk:

Thankyou for your return longdistance telephone call to my home in Woodstock (Ontario) earlier today.

As mentioned in the above telephone conversation, I have again briefly outlined my main opinions and recommendations in the enclosed Paper to your F.E.A.R.O. Regarding Possible Expansion of Pearson International Airport, Mississauga, Ontario.

If I can be of any help to you and your Panel in putting these opinions, suggestions, and recommendations into practice, I would be pleased to do so.

Yours very truly,

Donald G. Hemple, B. Bus. Ad.:
B. Ed.; M. Sc. in Ed. Admin.

Recently Retired Ontario
High School Teacher, and
Formerly in Auto Industry.

Enclosure.



A PAPER GIVING MY OPINIONS, SUGGESTIONS, AND / OR RECOMMENDATIONS
REGARDING POSSIBLE EXPANSION OF PEARSON INTERNATIONAL AIRPORT.

TO: The Federal Environmental Assessment and Review Organization,
Chairman of the Panel: Mr. Bob Connelly.

FROM: Mr. Donald G. Hemple, Woodstock, Ontario.

DATE: March 29, 1990.

The writer and/or presenter is a recently retired Province of Ontario Senior High School Teacher, holding the University Degrees of Bachelor of Business Administration; Bachelor in Education; and Master of Science in Educational Administration. In my younger days, I worked my way up from final assembly work at Fords and Chryslers to Head Office of Sales in Windsor, Ontario.

As an Ontario Teacher, I have worked in all main directions of the Compass--often centering on the old Malton Airport, which is now renamed Pearson International Airport. In other words, I have often passed through this Airport.

In my general opinion, and "painting with a broad brush", I believe that P.I.A. is now uncomfortably busy--all the more so with three (3) terminals at one (1) airport. There are now too many aircraft landing and taking off -- even though possible to do so, in uncomfortable numbers. I say likewise for the large number of people--both passengers and friends and visitors--coming to P.I.A., as well as the related large number of cars and buses.

Often overlooked is the fact that Pearson International Airport is located clearly on the west-side of Toronto, thus clearly much more

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F.E.A.R.O.,
Mr. Bob Connelly, Chairman of the Panel. Page 2. March 29, 1990.

Continued from page 1:

conveniently serving west and central Toronto--as well as near-by South-Western Ontario--as compared to (from my own experience living and working many years both east and west of Toronto) the much more troublesome and less convenience location and service-wise to east-Toronto and near-by South-Eastern Ontario. Note that I lived, worked, and owned a house in the Kingston (Ontario)-Odessa area for five (5) years, often using P.I.A. from this locus.

The foregoing information brings me to my main recommendation to your Panel. Since Hamilton-Mount Hope Airport and London Airport are located to the South-West of Toronto, the Public badly needs at least one (1) airport to the East of Toronto--which would also give much more convenient airport service to South-Eastern Ontario.

Thinking of a location east of Toronto, one immediately centres in on the well-known Pickering Site. However, from a news release of the week just past, the use of this site for an airport is now out of the question, as the Province of Ontario has now announced that it plans to build a new town here to be known as Seaton (or Seaton?). But, in a positive vain, even if Pickering were still available to us, it would likely take us three (3) to (5) years to get an airport built and operational.

Fortunately, a beautiful answer exists close at hand in South-Eastern Ontario--no more than 100 miles or 60 kilometers east of Toronto. It is the Trenton Air Force (Armed Services) Base! With all of the Peace Talk now, we should be able to do as many smaller nations do. The Answer: Make Trenton Air Force Base a 50-50 Civilian International Airport and Air Force Base. To put "frosting on the cake", Trenton Airfield is operational this very minute.

Continued on page 3.

F.E.A.R.O.

Mr. Bob Connelly,
Chairman of the Panel.

Page 3.

March 29, 1990.

Continued from page 2: --

My Trenton Air Force Base recommendation would call for two (2) new and additional runways to be built at Trenton in the near future, even though the Trenton Airport Facility (as proposed) could be made operational almost at once as a three (3) to five (5) year Experiment--or, in other words on an experimental basis!

It would follow from my Trenton suggestion that the Proposed Two (2) New Runways for Pearson International Airport should be at least postponed for now and the foreseeable future.

Related to all of the foregoing is my belief that passengers must be re-educated to being much more sensible in allowing for travel and transfer-time between aircraft. For example, a few years ago while returning from Western Canada I was told in Winnipeg that my connecting aircraft for Toronto (in Winnipeg) did not leave until the next morning. I understood that this was the case, so I obtained a reasonable motel room, and had a good sleep overnight before returning to Toronto. The point is that the Public must be re-taught to allow a much more sensible length of time between connections and travel in general.

In conclusion, may I mention that I have been a small hobby stock holder in various Canadian Airlines for over thirty-five (35) years. I have therefore paid close attention to both aircraft and airports through hobby interest over these 35 years--and most of my lifetime of near to sixty (60) years. With this in mind, I am convinced that my Trenton Suggestion and/or Recommendation is the best answer for Toronto, South Eastern Ontario, and South Western Ontario.

Signed:

Donald G. Hemple
Donald G. Hemple, B.Bus. Admin.,
B. Ed.: M. Sc. in Ed. Admin.

Imperial Oil Limited

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111 St. Clair Avenue West
Toronto, Ontario
Canada M5V 1K3

Arden R. Haynes
Chairman and
Chief Executive Officer

April 2, 1990

Mr. Robert Connelly,
Chairman, Environmental
Assessment Panel,
c/o Federal Environmental
Review Office,
7548 Bath Road,
Mississauga, Ontario
L4T 4E5

Dear Mr. Connelly:

I am very pleased to see the formation of the Environmental Assessment Panel and support its prompt hearings of air transportation proposals for the Toronto area.

As the world aviation market is forecast to continue growing during the next decade, the Canadian aviation system must be prepared to adapt to and accommodate this future demand for both national and international air services in Canada. Continual delays and inconvenient scheduling will result in lost opportunities and increased costs to all business, along with the negative impact on Canada's and Toronto's image.

As an active member of the Canadian Business Aircraft Association, I support the recommendations presented in their brief of March 26, 1990. I agree that we must all work in good faith to provide a solution acceptable to both industry and the community.

I wish you every success in the difficult task ahead.

Yours truly,

Arden R. Haynes

ARH/jmr

MU-CANA INVESTMENT COUNSELLING LTD.

227 King Street South, Waterloo, Ontario N2J 4C5 / Tel. (519) 888-2750. Fax (519) 888-3799

April 2, 1990

Mr. Robert Connelly
Chairman Environmental Assessment Panel
c/o Federal Environmental Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Connelly:

RE: Pearson Airport

Last summer the Federal Transport Minister announced, with much fanfare, that the Pearson problems were going to be dealt with. On closer reading, nothing was announced other than plans to study the problem, yet another time.

With increasing regularity, we are seeing articles by international financial analysts, commenting in the continued deterioration in Canada's ability to compete in world markets and our inability to govern ourselves.

The stagnation in decision-making about the expansion of Pearson's capacity is one example of why these negative international assessments are correct.

Here is one example of the kind of problems business travellers experience at Pearson. On February 19th in the afternoon and evening all flights to Windsor were cancelled; in the airline's words, due to Air Traffic Controller problems. Weather conditions were clear and dry. I spent two hours in the airport, missed an important meeting and greatly inconvenienced eight people in Windsor.

Rail travel is not a viable alternative in the Toronto/Windsor corridor and auto travel is time inconvenient, to an increasing degree with the latest traffic controls.

I note with real interest the possibility of Canadian domestic travel to and from Buffalo. For travel to the East and West, this may have price and reliability advantages for Southern Ontario business travellers.

Of course there is a better solution in runway and air traffic control expansion at Pearson.

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MU CANA INVESTMENT COUNSELLING LTD

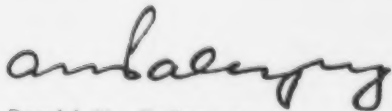
Mr. Robert Connelly

April 2, 1990

Page 2

The price for this continued inaction is immense.

Yours truly,



David M. Paleczny

Senior Vice-President

Marketing and Administration

DMP/cm



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Consumers' Association of Canada (Ontario)

#403-234 Eglinton Ave. East, Toronto, Ontario M4P 1K5
(416) 481-6994 - Fax: (416) 481-6865

April 4, 1990

Mr. Greg Silyk
Federal Environment Assessment
and Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Silyk: **Re: Submission to Environmental
Assessment Review of Air Traffic
Management in Toronto Region**

Due to both financial and volunteer time constraints, the Consumers' Association of Canada (Ontario) will be unable to participate in the upcoming Hearings. As the number of consumer issues increase, the demands for consumer responses increase. Unfortunately, our Association has limited volunteer time and financial resources available at this time to make a meaningful contribution to the Review.

Please accept our regrets.

Yours sincerely,

Joan Huzar
Joan Huzar
President



COMMUNITY SERVICES DEPARTMENT
THE CORPORATION OF THE CITY OF OSHAWA

GR 164.

File Ref	F.E.A.R.O. B.F.E.E.E.
MAR 3 1990	
REC'D / REQU	

A. GRAHAM NELSON, R.D.M.R., P.Mgr.
DIRECTOR

CIVIC ADMINISTRATION BUILDING
50 CENTRE STREET SOUTH
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1990 02 27

OSHAWA MUNICIPALITY
1000 STEVENSON RD., N. 500
OSHAWA, ONTARIO L1H 3P2
TEL. (416) 576-8146
FAX (416) 573-3312

Guy Riverin
Senior Manager, Panel Operations
Federal Environmental Assessment Review Office
13th Floor, Fontaine Building
200 Sacre-Coeur Boulevard
Hull, Quebec
K1A 0H3

Dear Mr. Riveria,

Re: LURAGROUP Issue Paper Pertaining to
Traffic Congestion in the Toronto Area Dec. 89

I am concerned that the referenced Issue Paper is overly simplistic and dismissive of the roles of airports other than Pearson in the Toronto area. It is realized that the purpose of the paper is to encourage discussion thus it has to be general in its coverage. However, FEARO wanted the report to be neutral and it is my contention that because of some of the statements in the report its neutrality is suspect.

Detailed comments are as follows:

Section 1.1 There are four airports in the Toronto area--Toronto Island, Hamilton, Buttonville and Oshawa -- that cater mainly to commuter, charter and private flights, etc.

Although Oshawa has limitation as to its potential it must be realized that it is closer to downtown Toronto than Hamilton and on a time basis it is a 45-50 minute drive. Oshawa's itinerant air traffic movements approach that of Hamilton.

Downsview is not a military air base. It is operated by Boeing DeHavilland and the airport's prime purpose is to serve the needs of the aircraft manufacturing plant. Its military role is negligible with the exception of helicopter operations.

Section 1.1.5 Oshawa Airport handles 20 scheduled passenger flights per day carrying approximately 40,000 passengers per year. It is also an important freight charter aircraft destination serving the extensive automotive and parts production industries of Durham Region. It is typical for General Motors alone to average five charter freight flights per day. The 1987 Master Plan for Oshawa Airport prepared at Transport Canada expense designates the airport a commercial/corporate facility with general aviation as a secondary role. It is interesting to note that local carriers market Oshawa airport as Toronto East. Destinations for scheduled flights from Oshawa include Montreal, Ottawa, Windsor and Detroit.

General The reason that these points have been raised is to ensure that the needs of Oshawa Airport are not forgotten in the attempt to alleviate Toronto's aviation problems. Oshawa has experienced steady increases in its usage both in terms of general aviation and passenger/freight traffic. Much of this is generated from Toronto. At least 25% of the light aircraft tie down usage is from Metropolitan Toronto residents. As the fees and congestion increase at Toronto Island and Buttonville airports the traffic and business moves to Oshawa. If Buttonville airport closes we expect to be inundated at Oshawa airport with facilities ill equipped to handle our present traffic. Thus it is not enough to say that "... (Oshawa) airport accommodates mainly private aircraft and (is) only of local significance".

Whether we at Oshawa like it or not we have become part of the overall Toronto aviation problem and we should not be forgotten when the solutions are proposed. Oshawa has inadequate approach aids, lighting, runways and general infrastructure. Any marked increase in activity will require attention to these local problems.

If you wish amplification of any of the matters discussed in this letter please call me at (416) 576-8146.

Yours sincerely,



S.L. Kincaid
Airport Manager
Parks Division

SLK/kb



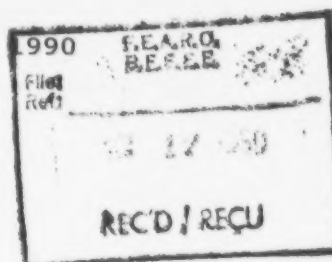
UNIVERSITÉ
YORK
UNIVERSITY

FACULTY OF ARTS

4700 KEELE STREET • NORTH YORK • ONTARIO • CANADA • M3J 1P3

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April 9, 1990



→ Mr. Robert G. Connelly,
Senior Regional Director
Federal Environmental Assessment
Review Office
13th Floor, Fontaine Building
200 Sacré-Coeur Blvd.
Hull, Quebec K1A 0H3

Dear Mr. Connelly,

Enclosed please find a copy of a bibliography of materials related to noise effects on health and child development. These materials were cited by me when I made my presentation to your committee at the scoping hearings of the expansion of the Pearson Airport (Malton). I would like to summarize some of the responses I made to the committee's questions"

1. I feel that at the very least, research needs to be performed to assess hearing loss, blood pressure, and performance on standardized tests of academic achievement for the children most affected by the present operations of Pearson Airport. I think it would be appropriate to compare schools whose tested noise exposure to aircraft noise varies. As I pointed out in my presentation, children are a particularly vulnerable group in terms of noise pollution.

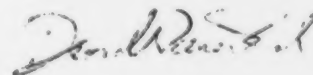
2. Given the literature on blood pressure increases caused by aircraft noise, I think it would be wise to perform some community screening of resident's blood pressure. The residents closest to the most intense noise levels would then be compared to residents exposed to lower levels of aircraft noise. Noise levels at these sites need to be measured so that a dose-response relationship could be established.

Again, I wish to point out to that no research of this nature has been performed in Canada. The research cited came from the United States, the Netherlands, Japan and the U.K. I also feel that soundproofing the schools closest to the airport does not offer a satisfactory solution, since the children attending those schools would be exposed to aircraft noise in their homes and community.

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If I can provide any additional information, please feel free to contact me. I can be reached at (416) 736-2100 extension 66136, or by FAX (416) 736-5814.

Yours truly,



David L. Wiesenath
Associate Professor

cc: D. Boots

A Selected Bibliography on Noise Effects on Health and Children

David L. Wiesenenthal

York University

- Ando, Y., & Hattori, H. (1970). Effects of Intense Noise during Fetal Life upon Postnatal Adaptability (Statistical Study of the Reactions of Babies to Aircraft Noise). The Journal of the Acoustical Society of America, Vol. 47, 4 (Part 2), 1128-1130.
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99 Foster Drive, 3rd Floor, Sault Ste. Marie, Ontario Canada P6A 5X6 705-942-4001

March 26, 1990

Environmental Assessment Review of
Air Traffic Management in the Toronto Region
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Panel Members,

I am writing to you to offer my support for the expansion of operational improvements, including runways, at Pearson International Airport.

Sault Ste. Marie's air transportation link nationally and internationally lies directly with Toronto.

Currently three airlines service Sault Ste. Marie, Air Ontario and Canadian Partners fly to and from PIA six times a day, while NorOntair provides regional service daily.

In the past 18 months flight delays and cancellations due to congestion have caused a reduction in productivity for those doing business in our community while having a detrimental effect on new business relocating here.

Of great concern to our organization is the drastic effect these delays and cancellations have had on the tourism and convention industry, the Sault's second largest source of income. While we increase our budgets and marketing plans to draw visitors and tourist-related business opportunities to open doors we find we are faced with air transportation problems beyond our control to correct.

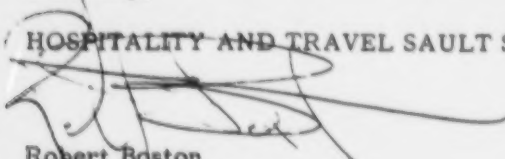
The possibility of relocating existing services from PIA to other airport locations, such as Pickering or Hamilton to name just two, would be economically and socially devastating to Sault Ste. Marie.

Page 2

I hope that before the interim report is completed the Panel will hold public hearings in Sault Ste. Marie for Northern Ontario in order that its' members will not only be able to hear the views of northerners but to view for themselves first hand the problems created by distance to market.

Sincerely,

~~HOSPITALITY AND TRAVEL SAULT STE. MARIE~~



Robert Boston
President

cc: Honourable Doug Lewis, Minister of Transport
Honourable Jean Corbeil, Minister of State for Transport
Honourable Tom Hockin, Minister of State for Tourism and Small Business
Honourable Lucien Bouchard, Minister of the Environment
Steve Butland, MP Sault Ste. Marie
Maurice Foster, MP Algoma

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DG CONSULTING

SUITE 113
2100 SHEROBBE ROAD
MISSISSAUGA, ONTARIO L5A 4C5
PHONE: (416) 279-6843

Mr. Robert Connelly
Chairman, Environmental Assessment Panel
Reviewing Air Transportation Proposals
For The Greater Toronto Area
13th Floor, Fontaine Building
200 Sacre-Coeur Boulevard
HULL, Quebec
K1A 0H3

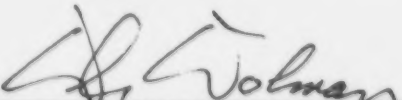
April 9, 1990

Sir;

Subsequent to the recent environmental assessment scoping meetings reviewing air transportation, we are pleased to- on behalf of MILLS DEVELOPMENTS, Unionville, Ontario- present our submission.

Since the brief addresses and deals with future aviation facilities into the next century, we are optimistic the panel will review our proposal with a sense of urgency to plan for inevitable aviation growth.

Repectfully yours,



Douglas G. Dolman President

This Submission is Respectfully Presented

to

The Environmental Assessment Panel

as appointed by

The Honourable Lucien Bouchard
Minister of the Environment

to review

Air Traffic Management in Toronto Region

April, 9, 1990

Proposal for

**AN AIRPORT FOR THE FUTURE
THE TWENTY-FIRST CENTURY**

Presented by
DG Consulting
Mississauga

on behalf of:

Mills Developments
P.O. Box 146
Unionville, Ontario

AN AIRPORT FOR THE FUTURE THE TWENTY-FIRST CENTURY

Introductory Remarks

The growth of world wide aviation since the Second World War has been phenomenal. This proliferation challenged our vision and foresight not to mention our perception, our acceptance and ability to cope. Massive changes to our environments were upon the horizon!

In June 1989, Toronto-Lester B. Pearson International Airport (originally Malton Airport) recorded its fiftieth year in operation. Can we envision the evolution of global aviation over the next fifty years, specifically in the greater Metro Toronto Region? We must try! We must succeed. We must never again permit a conglomerate of perplexities to impede the safe and efficient progress of Canadian aviation, especially in the nation's "Gateway Area!"

The task before the environmental assessment review panel, albeit commanding, is of national significance. Not only is the panel faced with a challenge to manifest recommendations to resolve the dilemma at LPIA in both the mid and long-term but as well, to exercise astute vision and foresight, contributing to the development of safe, efficient and environmentally conscious aviation facilities specifically in Southern Ontario -- beyond LPIA -- well into the next century.

THE VISION

It is not the intent of this brief to burden the panel with historical data. It has been recorded many times. Instead, this presentation, with modest reference to the past, looks to and plans for the future.

In fifty years LPIA grew from a "farmhouse and a plane load of passengers" to three terminals and in excess of twenty million annual passengers flying to and from domestic, U.S. and international locations for both pleasure and business. Unfortunately, passengers are exposed to discomforts, delays, cancellations, frustrations and financial distress caused by inadequate capacity of the airport.

Public opposition to expansion at LPIA is incontrovertible and promises to intensify. Aside, reports indicate, without or with expansion, Pearson will be operating beyond capacity by or before the turn of the century notwithstanding the incapacity of highway and arterial road accesses.

Rapid escalation of air transportation is inevitable through this decade and into the next century. To cope with and provide for this perpetual growth, we must plan today ... not tomorrow!

Physical and environmental constraints prevent Pearson from providing efficient, adequate and acceptable airport services of international standards into the next century. Satellite airports likely have a role in southern Ontario's airport services, probably as a spoke function but not as a hub operation.

Canada deserves world class recognition. This is a reputation for which all Canadians can be proud. To sustain this distinction we must attract visitors and appease Canadian travellers with world class/first class airport facilities. An airport that encourages. Not an airport that discourages. An airport for passengers!

Pearson constraints, population growth, congested roads and highways, growing industrial globalization, greater accessibility to and affordability of air travel, air cargo demands and environmental concerns combine to demand a second international airport in southern Ontario. The land is available. It is designated as a proposed airport site and has retained this "distinction" for about twenty years!

There are world class cities today operating with two international airports.

(The acquisition of Crown owned enterprises by the private sector does not pass without public opposition. This is to be expected, but if the market so dictates, it is best for the government to regulate not administrate.)

"THE VISION" -- the development and construction of a privatized, international airport, operational by the year 2000 or shortly thereafter and designed to accommodate air transportation needs beyond the year 2025...

**An airport for the future
The twenty-first century**

THE PLAN

- ★ The acquisition of the Crown owned airport site land (18,600 acres - 7527.317 hectares) north of the city of Pickering and the provincially owned Seaton property.
 - ★ Since this property is more than four times the size of the current LPIA airport, it permits adequate growth area and facilitates environmental protection.
 - ★ The land will be programmed for construction of a state of the art international airport and development of farm land and conservation and recreational park areas.
 - ★ Airside configurations will maximize efficiency, safety and protection of the environment, while accommodating supersonic aircraft.
 - ★ The abundant terminal will feature a comfortable, convenient and entertaining atmosphere... "A terminal for passengers in the next century!"
 - ★ Lobby for and support the development of a rapid transit system connecting the two airports --- LPIA and Pickering, downtown Toronto and urban and suburban communities surrounding the proposed airport.
 - ★ The foregoing is but a brief overview. The developer's master plan details all requisites including financial and corporate structures, designs, staffing and operational management and procedures, projected revenues, tenants.
-
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The developer embraces a professional and compassionate interest in the future of aviation not just in Ontario but in Canada as well. We respectfully request that the environmental assessment review panel and the Ministers of Environment, Transport and Privatization give this proposal the utmost consideration during deliberation. We look forward to a positive response.



DOUGLAS G. DOLMAN
DG CONSULTING
FOR
MILLS DEVELOPMENTS
UNIONVILLE, ONTARIO



TIMMINS-CHAPLEAU



CID SAMSON, M.P./DÉPUTÉ

Greg Silyk
Information Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

April 17, 1990

Dear Mr. Silyk,

I am writing to you to ask you to support the Director of Northeastern Region of Hydro Ontario's request to improve air transportation from their locations in Northeastern Ontario to Pearson International Airport.

Please find a copy of my letter to the Minister of Transportation to this effect.

Yours truly,

Cid Samson M.P.
Timmins-Chapleau

TRANS-001/04/90
ONTHYDRO.SIL



TIMMINS - CHAPLEAU



CID SAMSON, M.P./DÉPUTÉ

Hon. Doug Lewis M.P.
Minister of Transport
356 Confederation Bldg.
House of Commons
Ottawa, Ontario
K1A 0A6

April 17, 1990

Dear Mr. Lewis,

I am writing to you on behalf of Ontario Hydro to ask you to see to it that adequate facilities be made available to allow proper accessing of all aircraft flying from their locations in Northeastern Ontario to Pearson International Airport.

It has come to my attention that Ontario Hydro employees, of whom there are 1200, working out of eight Area and five District Offices, are experiencing delays and cancellations that are adversely affecting their ability to serve customers.

The main aviation routes to Pearson are from Timmins, Sudbury and North Bay, the latter city involving frequent travel to their headquarters in Toronto. Apparently the Dash 8, which mainly services these locations, is given a low priority at Pearson and consequently is the reason for so many delays.

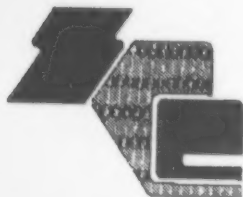
It would be appreciated if you could look into this matter at your earliest convenience. I look forward to hearing from you.

Yours truly,

Cid Samson M.P.
Timmins-Chapleau

TRANS-001/04/90
ONTHYDRO.MIN

cc. G. R. Barrett, Director, Ontario Hydro, Northeastern Region
Greg Silyk, Information Office, Mississauga



Sault Ste. Marie
Chamber of Commerce

Serving the Future since 1889

March 20, 1990

Information Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Attention: Greg Silyk

Re: Environmental Assessment & Review of Air Traffic
Management in the Toronto Region

Dear Sir:

We regret that we are unable to appear before the Review Panel during the March 23, 1990 presentation period and would appreciate our written comments being considered by the Panel.

Yours truly,

Gail Logan
General Manager

GL/nm



Sault Ste. Marie
Chamber of Commerce

Serving the Future since 1889

March 20, 1990

Environmental Assessment & Review Panel
c/o Information Office
7540 Bath Road
Mississauga, Ontario
L4T 4E5

Environmental Assessment & Review Panel
Air Traffic Management in the Toronto Region

Dear Panel Members:

The Sault Ste. Marie Chamber of Commerce is pleased to have the opportunity to submit comments on the important issue of Pearson International Airport expansion.

Northern Ontario, and particularly Sault Ste. Marie, consider Pearson International Airport to be a vital link to the greater national and international marketplaces.

In recent years, Northern Ontario has seen considerable rationalization of air service. Of particular concern has been the delays resulting from air traffic congestion at the overtaxed Pearson facility.

The costs of these delays can be considerable, given that business people are often forced to stay overnight in Toronto because they cannot connect with onward flights, or are unable to reach their Toronto or Southern Ontario destination in time for a morning meeting.

The concern has been expressed that smaller planes may be considered "commuter flights" and channeled towards regional airports. For virtually all Northern Ontario communities, the Dash 8 and propeller aircraft are their link to flights destined out of Pearson, and use of alternate regional airports would result in intra-airport transfers and be a considerable disadvantage.

It would also further isolate smaller communities such as Wawa, Blind River, and Chapleau, who already contend with indirect air service.

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Evidence of the considerable inconvenience presently experienced is the significant increase of Sault Ste. Marie and district residents travelling to U.S. and international destinations, through Detroit and Chicago, via Great Lakes Airlines Beechcraft service, out of Sault Ste. Marie Michigan.

Northern Ontario, and the Sault in particular, have been increasingly successful in diversifying our economic base in recent years, and for that trend to continue, efficient and direct air service to the national and international hub of Ontario's air service system is vital.

The Sault Ste. Marie Chamber of Commerce strongly supports the process of reviewing the environmental and socio-economic effects of Pearson International Airport expansion and thank you for the opportunity to submit comments.

Yours truly



Larry Whalen
President



Gail Logan
General Manager



Laurie Masters
Government Relations

LM/nm

April 15, 1990
4 Cosway Court
Etobicoke, Ontario
M9C 2G3

Environmental Assessment Panel
Reviewing Air Transportation
Proposals for the Toronto Area
Hull, Quebec, K1A 0H3

re: Proposed Pearson Airport Expansion

Dear Panel Members:

As a Markland Wood resident, who has lived for the past 10 years under the North-South flight path of Pearson Airport, I would like to relay to you some observations and concerns about the proposed Pearson expansion.

Our community association, the Markland Homes Association, has recently published a special airport expansion edition of their monthly bulletin, The Marklander, which prompted me to write this letter. I think this bulletin presents the issues and facts relating to this matter in a very systematic and non-partisan way, and I would urge you to have a close look at it. I would like, here, to make the following personal observations which relate to some key points in the bulletin and my experience with airport noise:

1. When my wife and I moved into our house in Markland Wood in 1980, the airplane noise was an occasional minor annoyance. We liked the community, and quickly got used to the airplanes, or so we thought.
2. Around 1981, the noise problem suddenly got much worse. We were told by our neighbours that this was due to a temporary increase in North-South runway utilization due to East-West runway repairs. We thought we could wait it out, and stayed indoors a lot. After one really bad summer, the problem seemed to diminish rapidly.
3. Over the next half-dozen years, the noise gradually got worse. By 1988 we had two small children. I liked to take them outdoors, to play on the swings after supper; however, it seemed, more often than not, that the planes were out. With the planes coming in at 1 or 2 minute intervals, the kids and I couldn't handle more than 20 minutes at a time out there.
4. Last summer (after the December 1988 "cap" of 70 aircraft per hour!), things got noticeably better again.

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April 15, 1990

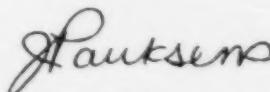
The point that I would like to make about the preceding is that it correlates extremely well with Exhibit 5, (attached), from the aforementioned Marklander special edition. Also in good agreement with the Marklander special edition, is my personal experience relating to "Stage 2" and "Stage 3" aircraft: if you go outdoors in our neighbourhood, you can tell that there is a difference between newer quieter airplanes, and older noisier ones. However, it doesn't really make a dent in the overall tolerability of the noise. It's not tolerable on a sustained basis! This small difference is just what one would expect from the 4 dB difference in standards reported in the Marklander bulletin!

Exhibit 5 predicts a hiatus of 4 years in the aircraft flow at Pearson, followed by a sharp increase in 1993, if the airport expansion plans go ahead. I would conclude from this that we're OK here until 1993. After that, we'd better forget about regular visits to the backyard after work!

The Marklander special edition also mentions a lot of other interesting points, including one estimate of \$3 billion for a property value impact of 20% on 50,000 homes around the airport. A lot of people around here don't like to even talk about this one for fear of the immediate impact on property values! But it certainly sounds plausible to me.

Please have a good look at the Marklander special edition. Martin Ross, our community association VP, tells me one is on the way to you. Please give these concerns your careful attention.

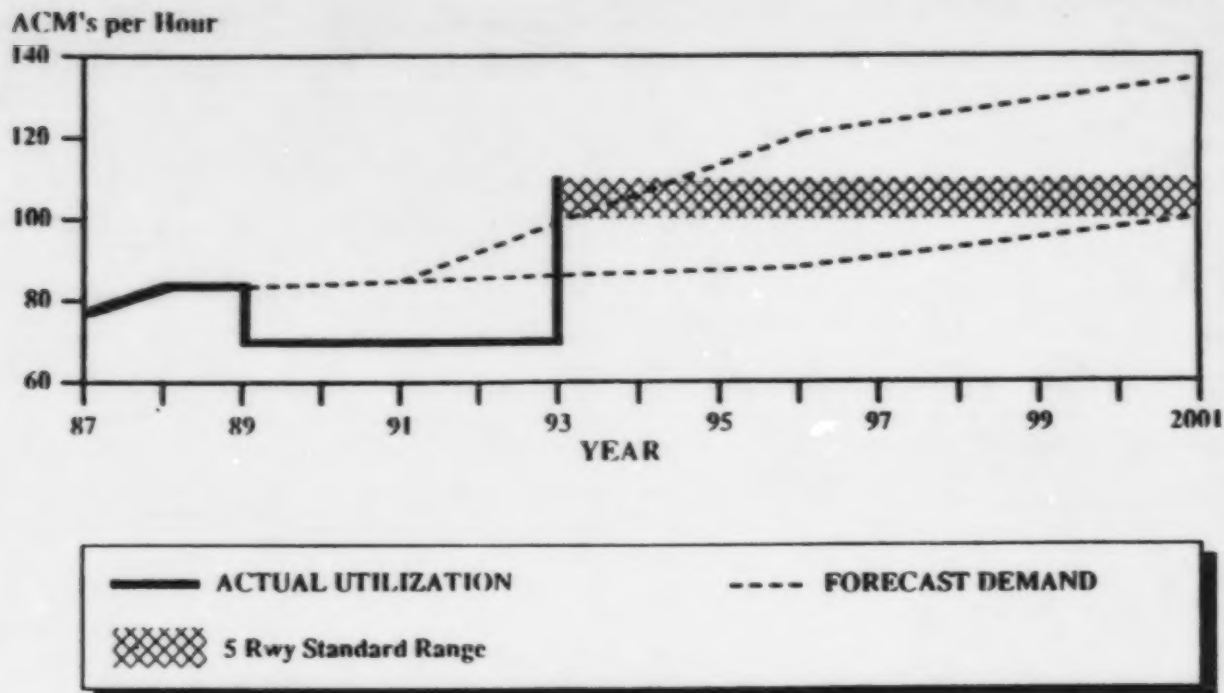
Yours respectfully,



John Pauksens

cc Mr. Doug Lewis
Ms. Shirley Martin
Mr. Lucien Bouchard
Mr. John Nunziato
Mr. Michael Wilson
Ms. Linda Lebourdais
Mr. Bruce Sinclair
Mr. Michael O'Rourke
Mr. Martin Ross

L.B. Pearson Airport Runway Capacity Analysis



STAGE 1, 2 & 3 AIRCRAFT

Considerable discussion and Transport Canada's proposals weigh heavily on new stage or chapter 3 aircraft. These are defined as follows:

- Stage 1 aircraft relates to all aircraft manufactured prior to the first noise standards prescribed by the U.S. Federal Aviation Authority in 1969. With no controls in place prior to 1970 engines were designed and built on the basis of efficiency and economy with no important consideration of noise problems.
- Stage 2 aircraft reflect the first noise standards prescribed by the Federal Aviation Authority in 1969.
- Stage 3 noise levels is the most recent standard introduced in 1977 applying to engines that applied for certificates after November 5th, 1975. Under

these rules still currently in place the takeoff range for aircraft with more than 3 engines is from 89 to 106 EPNdB depending upon the weight of the aircraft. For aircraft with 3 engines the takeoff range is now from 89 to 104 EPNdB while the takeoff limits for aircraft with less than 3 engines remains at a range of 89 to 101. As stage 2 limits were from 93 to 108 for takeoffs the reduction in noise levels allowed in 1977 are moderate compared with 1969 rules.

Thus, while Transport Canada refers to the more quieter engines the reader is reminded that stage 3 noise levels relate to aircraft certified after November 5th, 1975, almost 15 years ago. Some groups in the United States are calling for new stage 3.5 aircraft restrictions and standards.

from MARKLANDER Special Airport
Expansion Issue, April 1990.

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OTTAWA OFFICE

House of Commons
Room 552 D, Centre Block
Ottawa K1A 0A6
Phone (613) 992-0648



HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Sergio Marchi, MP
York West

CONSTITUENCY OFFICE

2978 Islington Avenue
Suite 203
Weston, Ontario
M9L 2K6
Phone (416) 743-3153

OTTAWA, K1A 0A6

April 10, 1990

Mr. Guy Riverin,
Executive Secretary,
Environmental Assessment Panel
Reviewing Air Transportation Proposals
for the Toronto Area,
13th Floor, Fontaine Building,
200 Sacre-Coeur Boulevard,
Hull, Québec
K1A 0H3



Dear Mr. Riverin,

Further to your request for written submissions to the Environmental Assessment Panel, concerning air transportation proposals for the Toronto area, I have enclosed a number of recommendations for immediate consideration.

The enclosed comments are reflective of the outcome of numerous meetings during the past two years with concerned citizens and community groups in my federal riding of York West. Many residents in the Humberlea community are negatively impacted upon from the increased air traffic to and from Pearson International Airport. Their prime causes of concern are: late night flights, excessive overflight noise, and frequent run-up testing.

I am hopeful that the Federal Environmental Review Office will take this submission into their fullest consideration, and will work towards the implementation of these suggestions to remedy the problems emanating from Pearson International Airport.

Yours sincerely,

A handwritten signature in cursive script that reads 'Sergio Marchi'.

Sergio Marchi, M.P.
York West.

Encl.

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Concerns and Recommendations to the Environmental Assessment Panel Reviewing Air Transportation Proposals for the Toronto Area

I - Noise Abatement

The increase in noise complaints from communities adjacent to Pearson International Airport have increased seven-fold during the past four years. The Humberlea community in the south-west area of York West are directly affected by overflights due to frequent take-offs and landings from Pearson every 30 seconds during the normal operating hours.

The 30% increase in flights to and from the airport since 1984, causes "thunderous noise and vibrations" to the homes of nearby residents and have been the cause of complaints of hearing damage and mental fatigue to nearby residents.

The over-use of east-west runway 24L/06R due to increased air traffic, deregulation, and its proximity of Terminals 1 & 2, rather than runway 24R/06L, have negatively impacted upon the residents who live close to 24L/06R.

Recommendations:

- 1 A greater use of runway 24R/06L, to enable a 50/50 sharing and rotation with runway 24L/06R during take-offs and landings, along with an alternation between each runway every four hours, would diminish the noise pollution imposed on the residents of Humberlea.
- 2 A reduction in full throttle take-offs will reduce the noise level of departing aircraft, and will also save fuel consumption to airlines using Pearson.
- 3 Enforce a rapid turnover by airlines towards Stage 3 aircraft, which operate more quietly and efficiently than Stage 2 aircraft (DC-9's, 727's, etc.).
- 4 Prohibit excessive run-up testing by aircraft causing undue noise and disturbance.

II - Late-Night Flights

Aircraft violating late-night curfews disturb the sleep of nearby residents who can normally rely upon only six and one half hours of quiet. Frequent landings and take-offs of various aircraft at 2:00, 3:00, and 4:00 a.m., routinely interrupt sleep and raise the noise level to 70 decibels during these times.

Also, little deterrence is imposed on aircraft violating late-night curfews. The penalty imposed by Transport Canada on aircraft violating late-night curfews are often regarded as a landing fee, and not as the deterrent it is intended.

Recommendations:

- 1 Increase fines to aircraft companies exceeding the normal hours of operation. Current penalties of \$1,000 should be increased to \$10,000 to \$15,000, per violation, in order to limit the financial viability of late-night take-offs and landings.
- 2 Installation of noise and flight monitoring and tracking equipment and the Department of Transport will help the federal government prosecute offenders of the late night curfews.

III - Increase in Air Traffic and Reduction in Air Quality

A 30% increase in aircraft movements to 352,000 take-offs and landings in 1989, has lowered the quality of air in the communities surrounding Pearson International Airport. A reduction in the quality of life to the residents in Humberlea due to excessive air transportation can be attributed to the increased reliance on Pearson International Airport.

Recommendations:

- 1 The theoretical engineering maximum of 96 aircraft movements per hour at Pearson was surpassed in August, 1988, thereby lowering the quality of air and life surrounding the airport lands. Expansion of a third terminal must be accompanied by distributing flights to nearby and alternate airports. The Hamilton International Airport, Buttonville, the Island Airport, and London Airport are all viable alternatives to the overuse of Pearson.

Site analyses should immediately be undertaken by the Department of Transport to determine to what extent each of these airports can be better utilized.

IV - Community Complaints

Interested citizens and community groups have little access and input to the decision making process on airport development. Infrequent community consultation is a by-product of poor public interaction by the management at Pearson International Airport and the Department of Transport.

Public complaints about noise, overflights, and curfew violations are often disregarded or have little chance of attention because of a poor reporting mechanism.

Recommendations:

1 The federal Minister of Transport should appoint an independent Airport Ombudsman to investigate and report on citizen and community group complaints.

2 Regular meetings should be established between a Citizen Advisory Committee and the Airport Ombudsman in order to establish frequent and informed dialogue between interested parties.



City of Etobicoke

PLANNING DEPARTMENT
(416) - 394-8222

April 11, 1990

Federal Environmental Assessment Review Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Attn: Mr. G. Filyk, Information Officer

Dear Sir,

On April 2, 1990, the City of Etobicoke made a submission to the Environmental Assessment Panel with respect to additional airside capacity at the Lester B. Pearson International Airport. At the time of submission, the Panel requested the following additional information be forwarded for their review.

1. City of Etobicoke Official Plan. (Enclosed)
2. City of Etobicoke Recommended Official Plan. (Enclosed)
3. Background information regarding a proposed petting Zoo for Centennial Park. (Memorandum from T. Riley, Commissioner of Parks and Recreation Services enclosed).

Please be advised that two residential subdivisions along the east side of Centennial Park were subject to noise mitigation measures (ie: air conditioning, double glazed windows, warning notice registered on title) at the time of approval in 1979 and 1980, respectively.

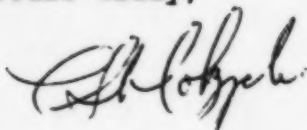
contd.../2

-2-

4. Any independent studies conducted by the City of Etobicoke Medical Officer of Health pertaining to noise and air pollution related illnesses. (None Available)

Should the Environmental Assessment Panel require further information, please do not hesitate to call.

Yours truly,



Thomas S. Mokrzycki, M.E.S., MCIP
Commissioner of Planning

TSM/lw



City of Etobicoke

Departmental Memorandum

114

To: T. S. Mokrzycki, Commissioner - Planning Department
Attention: J. Dunston
From: Mark Edelman, Parks & Recreation Services CITY OF ETOBICOKE
Date: April 5, 1990 RECEIVED
Subject: CENTENNIAL PARK
SCOPING MEETINGS -
L. B. PEARSON INTERNATIONAL AIRPORT EXPANSION

APR 5 1990

90:1162
Planning Department

PR 12
(JU)
↑

This is further to recent discussions with your staff concerning the above noted subject. The following is provided for your information in pursuance of this matter with the Federal Environmental Assessment Panel established by FEARO.

In conjunction with the initial conceptual planning undertaken for Centennial Park in the early 60s, the consultant hired to develop such plans considered the inclusion of certain facilities which were identified by residents through various forms of public feedback. One such facility so identified was a children's zoo.

Preliminary discussions with individuals and organizations having expertise in the area of zoology recommended against the incorporation of such a facility within the park, due to aircraft related disturbance from L.B.P.I.A. to any potential animals. It was suggested at that time that the noise emanating from the air traffic could significantly affect the general habits of the animals, with specific reference made to their ability to bear young. As a result, inclusion of such a facility within the park was not further pursued.

I trust this information will prove useful in pursuance of this matter.

Mark Edelman
Superintendent
Parks Projects

ME/jy

cc: J. T. Riley

5 Palace Arch Dr.
Islington, Ontario
M9A 2R9
January 29, 1990

Mr. Robert Connelly
Chairperson
Airport Environmental Assessment Panel
Minister of Environment
Fontaine Building
Hull, Quebec K1A 0H3

Dear Mr. Connelly:

We are writing to you regarding citizens' inputs to the Airport Environmental Assessment Panel. We are aware that there will be public hearings to solicit inputs in the assessment process; however, we would like to express some of our concerns over the airport expansion. Perhaps your panel can use some of the information to set the agenda.

Concern #1 Noise

Noise is the number one concern in our neighbourhood although our area (Islington & Eglinton) is quite a distance from the airport, and strictly speaking is not under any existing flight path. However, there are two major noise sources that deteriorate the environment and the quality of life.

- A) The number of flights that take off and land after midnight and before 7 a.m. in the past two years have increased. Recent statistics show that over 20 departures and takeoffs occur every night after those curfew hours, to disrupt the sleep of the residents. To make things worse, many of these flights are cargo and couriers who fly over the areas all through the night (3 to 6 a.m.) without any restrictions. Night flights are the most annoying because human response to noise is much more sensitive at night time due to the low background noise level. We are afraid that by increasing the number of flights at LBPIA, the number of the night-time flights will also increase. We hope that the Panel can address the night flight issue squarely.
- 1B. Rollback noise experienced at the Islington & Eglinton area can sometimes exceed that shown in the noise contours (NEP map) generated many years ago. The roll back noise are particularly worse when aircrafts are taking off at Runway 24L or 33. The wind carries the noise toward our neighbourhood making the noise level at times intolerable. The low frequency noise are particularly irritating and disruptive to human activities. We recommend that the Panel conduct a thorough noise study, not only along the flight paths, but also in areas affected by the back blast of the jet and the weather conditions. The increase from 70 flights to 120 flights per hour can make our neighbourhood a constant noise zone without any moment of peace and quiet, even though the planes are not flying directly above.

Concern # 2 - Particulate pollutants

We would like to point out that in Transport Canada's "Terminal 3 Development Project - Environmental Assessment & Review Process" summary document, concerns were expressed about particulate pollutants from aircraft and auto emissions near the airport. The report pointed out that many times in the past total suspended pollutants (TSP) exceeded the guideline. Furthermore, the model and sampling method used in those analyses were based on old projected number of flights. With the addition of three more run-ways and the new projected increase, we are extremely concern about the increase of TSP to the extent that will cause localized "Greenhouse Effect" and ozone disruption. That report made certain recommendations and to our knowledge, none of those were implemented and no results have been published. **We strongly feel the panel should seriously address the TSP issue (in addition^{to} gas emission) and to support the conclusions with hard technical facts and sound interpretation.**

Obviously there are many other concerns, but with our lack of resources and not technically oriented in the environmental field, we cannot very well express them adequately. However, the noise and the TSP issues are two areas which we are concern. We hope that your distinguished panel can include those issues in your thorough and technically sound assessment.

If your panel needs any further inputs, we will be glad to provide them since we live in this area for a number of years and have been adversely affected by the increase in airport traffic.

Yours sincerely,

Frank & Julia Chu
Frank & Julia Chu.

cc:

Dr. Ross Gray
Dr. Pamela Stokes
Dr. Peter Homenuck
Mr. Melvin Hagglund
Mr. Michael Wilson, MP Etobicoke Center

Leq Measurements Limited

SOUND MEASURING INSTRUMENTATION

TELEPHONE
416-444-1111 457-1382

32 Riverview Drive
Brampton, Ont L6W 2E5

April 12 1990

Mr. R. Connelly, Chairman
c/o Paula Caldwell
Federal Environmental Assessment
Review Office
13th Floor, Fontaine Building
Hull, Que. K1A 0B3

Re: ENVIRONMENTAL EFFECTS OF AIRCRAFT NOISE AT PEARSON AIRPORT

On April 2nd 1990 we made a submission to the Committee regarding the impact of aircraft noise on the City of Brampton.

We also listened to a number of submissions from other communities affected by aircraft noise and it appeared evident that Brampton's submission was the only one based on an objective approach with real time figures in decibels and LEQ measurements which showed clearly the disparity between NEF numbers and realistic numbers.

For example, the village of Churchville with aircraft flyovers showed an NEF of 35 - by accepted standards - which is completely at variance with the published NEF number for that area.

As a result the City of Brampton was successful in having the flight pattern changed to alleviate the problem.

NEF contours are extremely difficult to correlate with actual decibel levels and the Committee could be misled by placing reliance on them.

To give the Committee a better understanding in assessing the many complaints received I believe it would be incumbent on the Committee to authorise and fund an independent study of the affected areas in order to have realistic and objective numbers with which to make effective proposals.

LEQ MEASUREMENTS LIMITED would be appreciative of receiving such a contract and would make the following points:

1. LEQ MEASUREMENTS LIMITED installed and maintained the existing Noise Monitoring System at Pearson International Airport.
2. LEQ MEASUREMENTS LIMITED equipped the mobile van used by Transport Canada to assess and select measurement sites prior to the installation of the permanent system and trained the technician over many hours of measurement in the field in the use and programming of the equipment.

It should be noted that with present day technology, newer equipment carried in a brief case would exceed the capabilities of the mobile van.

3. The existing remote microphone locations do not adequately cover the main areas of complaints. This is particularly true of Mississauga, Southwest Brampton and areas just east of the airport.
4. Contracts should be awarded to LEQ MEASUREMENTS LIMITED directly by the Committee rather than to individual Community groups.

The reason for this is to maintain the objectivity of LEQ MEASUREMENTS LIMITED in selecting sites in areas proposed by the Committee.

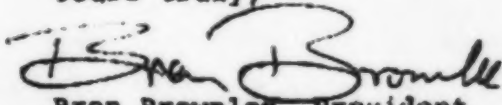
If various groups were permitted to give contracts there could be a lot of dissension as to whose backyard etc; should be used for measurement.

We have already been approached by a number of groups, but have firmly stated our objectivity, being neither an opponent or proponent of runway expansion.

5. The Committee may deem it advisable to have some studies conducted in the Hamilton region in the event that future use of Mount Hope Airport is contemplated.

We would be pleased to hear from the Committee if it feels the above proposal is worthwhile and discussions can then be undertaken as to the scope and cost of such a contract.

Yours truly,


Bren Brownlee, President
LEQ MEASUREMENTS LIMITED

March 16, 1990

Panel members

- c/o Guy Rivest, Executive Secretary
Federal Environmental Assessment Panel
- Reviewing Air Traffic Management in the
Toronto Area
Federal Environmental Assessment Review Office
Fontaine Building, 13th Floor
200 Place-Coeur Blvd.
Hull, Quebec
K1A 0H3

Dear Panel members:

We wish to submit our comments concerning the proposed expansion of the Pearson International Airport.

We moved to the Dixie - Eglinton area of Mississauga in 1985. Since that time to the present, we have found that the noise from airplanes taking off and landing has increased to a totally unacceptable level. Not only has the noise disrupted our family's sleep, it has also disturbed many of our outdoor activities.

We have often reported violations of existing noise abatement regulations but our complaints have not resulted in enforcement of them or in any improvement of the overall situation. We believe that given a choice between inconveniencing the airplanes or the residents, Transport Canada sides with the airlines every time.

We purchased our home with the understanding

that there would be no further expansion²⁰⁰ of Pearson International Airport. We believed that increased air travel would be handled by either a second Toronto area airport or by other airports close to Toronto. Increased air traffic will most certainly result in increased noise levels, which will decrease our property's value significantly. We will also be forced to make costly improvements to our homes to eliminate the noise. We think that expansion of the airport will cause us significant economic hardship.

Previous studies have concluded that expansion of Pearson International Airport would present serious risks to the residents' health and welfare and the environment in general. We believe that there have been no new developments or changes in circumstance to eliminate these risks. What has changed is the increased pressure from the airlines and businesses to expand the airport so that their financial interests will be better served.

We think that increased air traffic should be handled by a new airport or by improving airports in less densely populated areas. We also believe that existing noise control regulations should be rigorously enforced. If flights can not take off between 7 A.M. and 11:00 P.M., the right to peace and quiet of tens of thousands of Mississauga residents should take priority.

over the economic interests of the airlines. 201

We trust that the panel members will make the correct decision and deny Transport Canada's request to expand Pearson International Airport.

Yours very truly,

Tom and Rosemary Powell
C.C. Mayor McCallion
A. Guarnieri, M.P.

March 6, 1990

To: Panel Members
c/o Guy Riverin, Executive Secretary
Federal Environmental Assessment Panel
Reviewing Air Traffic Management in the Toronto Area
Federal Environmental Assessment Review Office
Fontaine Building, 13th Floor
200 Sacre-Coeur Blvd.
Hull, Quebec
K1A 0H3

Dear Panel Members:

Our family has lived in Mississauga since 1985. We moved from Etobicoke as we were on one of the flight paths to the airport and the noise was intolerable. We are very concerned with Transport Canada's proposal to build two more runways and I would like to offer some specific concerns for you to take into consideration during your review process:

- 1) Two additional runways will increase the overall airport traffic flow. Consequently, the aircraft noise over our community will be increased as well as an increase in the level of pollution. How many planes can travel without risking the safety and health of nearby residents?
- 2) The noise abatement policy has to date been very ineffective. Transport Canada is gradually eliminating night flight restrictions; for example, night flight restrictions used to be from 11:00 pm to 7:00 am, now there are over 500 flights per month during the reduced night flight restricted hours of 12:30 to 6:00.

Transport Canada staff do not appear to be able to deal with residents complaints in a consequential manner and therefore I don't bother to call anymore.

- 3) If the new proposal puts my home into a zone of greater noise exposure, who will pay when residents are forced to put in new windows, better insulation and air conditioning?
- 4) We already have an accommodation crisis in our schools with a high percentage of the children in portable classrooms. Who will bear the cost burden associated with upgrading the structures so that the noise level is not dangerous? What about the pollution level for those students waiting in portable structures while the new buildings are being built?
- 5) Our property values will decrease being in such close proximity to the airport. How will the homeowners be compensated. For those who choose to move, how will they be compensated for their economic loss?

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Our air and water quality is already affected by the operations at Pearson Airport. The onus has to be on the government to prove to me that expansion of Pearson will not impact on our environment in a negative way. Based on the results of years of government studies and Royal Commissions, you have already been through this entire process, and it was concluded each and every time, that to expand Pearson would place a RISK on the nearby residents' health and welfare.

I ask that when you are making any decisions keep in mind Transport Canada's past and present record of dealing with noise and the issue of environmental safety. The facts speak for themselves, they simply do not ever address these concerns in an effective manner. For years Transport Canada has been assuring us that it shares our concerns and promises that improvements are on the way. However, we still do not have noise monitors in many locations around the airport, nor air quality reports, nor improvements in the dumping of glycol and other hazardous waste products into our creeks. In fact the only noise abatement procedures in place recently are to REDUCE the restricted night flight hours and INCREASE the number of flights they permit to operate during these restricted hours.

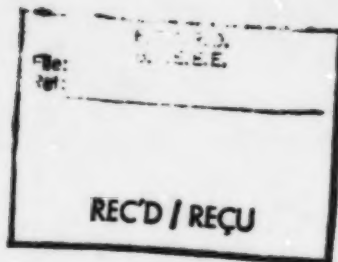
I trust that as panel members you will make the right environmental decision and simply reject Transport Canada's request to proceed with adding runways to an already overcrowded airport near a very densely populated community. Keep in mind that for every one individual that takes the time to write, there are thousands more that share the same concerns.

Sincerely,

D. Dunn

D. Dunn
4200 Preston Trail
Mississauga, Ontario
L4W 4R6

cc: A. Guarnieri, MPP
Hazel McCallion, Mayor of Mississauga
Mr. John Sola, MP
Maja Prentice, Councillor



CR 204

Name: DAVE KINGSLEY

Address: 1 PHAYDELL CRT. ETOB.

Date: APRIL 11/90

Mr. Guy Riverin, Mr. Melvin G. Hagglund, Mr. Ross Gray, Mr. Peter Homenuck, Ms. Pamela M. Stokes

Dear Panel:

Re: Proposed Expansion of Pearson International Airport

We have lived in Etobicoke for 9 years. As a resident who wishes to enjoy our property and to sleep at night, we want all the panel members to know that we are against the expansion of Pearson International Airport for the following reasons:

1. We have been the only municipality to be promised by the Federal Government that Pearson would not be expanded and that another site would be chosen to build an additional airport.
2. The amount of noise today is unacceptable and it already poses a threat to my family's welfare.
3. The effects of long-term exposure to aircraft noise has been documented in many studies. The threat of expansion causes me to worry about my children's future, health, and education.
4. Our home's location is dependant upon the noise contour from three runway flight patterns. To alter this runway configuration could put my home into an area in which the federal government ruled in the 1970s "would be uninhabitable for human beings".
5. If the new proposal puts my home into an NEF of greater noise exposure, then I ask today - who will be responsible for the consequences?
6. Who will pay to compensate me when I am forced to put in new windows and better insulation?
7. Who will pay compensation to every resident who has lost enjoyment of his/her property?
8. Who will compensate homeowners for property devaluation?
9. Who will be responsible for my safety from the threat of a mid-air collision due to overcrowding in the skies?

In addition, already our air and water quality is impacted by operations at Pearson and its supporting road systems. The onus is on the government to prove to us that expansion of Pearson will not negatively impact our environment and I believe this is impossible.

By refusing this expansion, Transport Canada will be forced to:

1. Keep its past commitment and develop another airport which would economically and environmentally be very beneficial.

2. Force Transport Canada to provide alternative transportation to the public besides air, i.e. fast rail joining major systems in Ontario and Quebec. This would also be environmentally more sound.

It is important to look at Pearson's past record as far as the environment is concerned.

1. The management/government has never tested the effects of car and jet fumes on airport employees.

2. There is no legislative guidelines for maximum exposure to horrendous noise levels in order to protect the employees.

3. There is no monitoring or reporting of onsite air quality.

4. They continue (over the past 20 years) to dump glycol and chemicals directly into storm sewers and studies since 1979 clearly demonstrate that this has a negative impact on the water quality of Etobicoke and Mimico Creeks.

5. They do not have any effective noise abatement procedures. Full engine power take-offs create terrible "rollback" thunder.

6. It has only been in the last six months that they are giving the noise question any attention.

7. For years now Transport Canada has been assuring residents that it shares their concerns and promises that improvements are on the way. However, every time a deadline for improvements approaches that deadline is postponed.

After years of waiting, there still aren't any proper noise abatement officials, equipment or regulations. And still no collection of de-icing fluid.

In conclusion, Transport Canada has been quick to promise relief measures for noise, air and water pollution, but slower than a thawing iceberg in delivering.

I trust that as panel members you will make the right environmental decision and simply refuse Transport Canada's request to proceed with adding runways to an already overcrowded airport near densely populated communities.

Sincerely,



Please address your envelope to:

**Federal Environment Assessment Review Panel
13th Floor, Fontaine Building
Hull, Quebec
K1A 0H3**

Timmins Chamber of Commerce

April 10, 1990

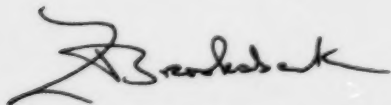
Environmental Assessment and
Review - Lester B. Pearson
International Airport
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Attention: Assessment and Review Panel

Please find attached a written submission by the Timmins Chamber of Commerce with respect to the effects on the City of Timmins, Northeastern Ontario and Northwestern Quebec if changes are made to air transportation services between Timmins and Toronto.

Should elimination of turbo prop aircraft from L. B. Pearson International Airport be considered as an option to future planning for the Airport, the effects on Northeastern Ontario would be significant on business, industry and future development of the region.

Yours very truly,



L.D. Brooksbank
President

LDB:rc

c.c.

Cid Samson, MP, Timmins-Chapleau
Mayor Dennis Welin, City of Timmins
Michael Amsden, Falconbridge Mines Limited, Kidd Creek
Mine
Toronto Board of Trade
Ontario Chamber of Commerce
Northeastern Ontario Chambers of Commerce
Alan Pope, MPP, Cochrane South

**SUBMISSION TO:
ENVIRONMENTAL ASSESSMENT AND REVIEW
LESTER B. PEARSON INTERNATIONAL AIRPORT
by The Timmins Chamber of Commerce
April 10, 1990**

BACKGROUND

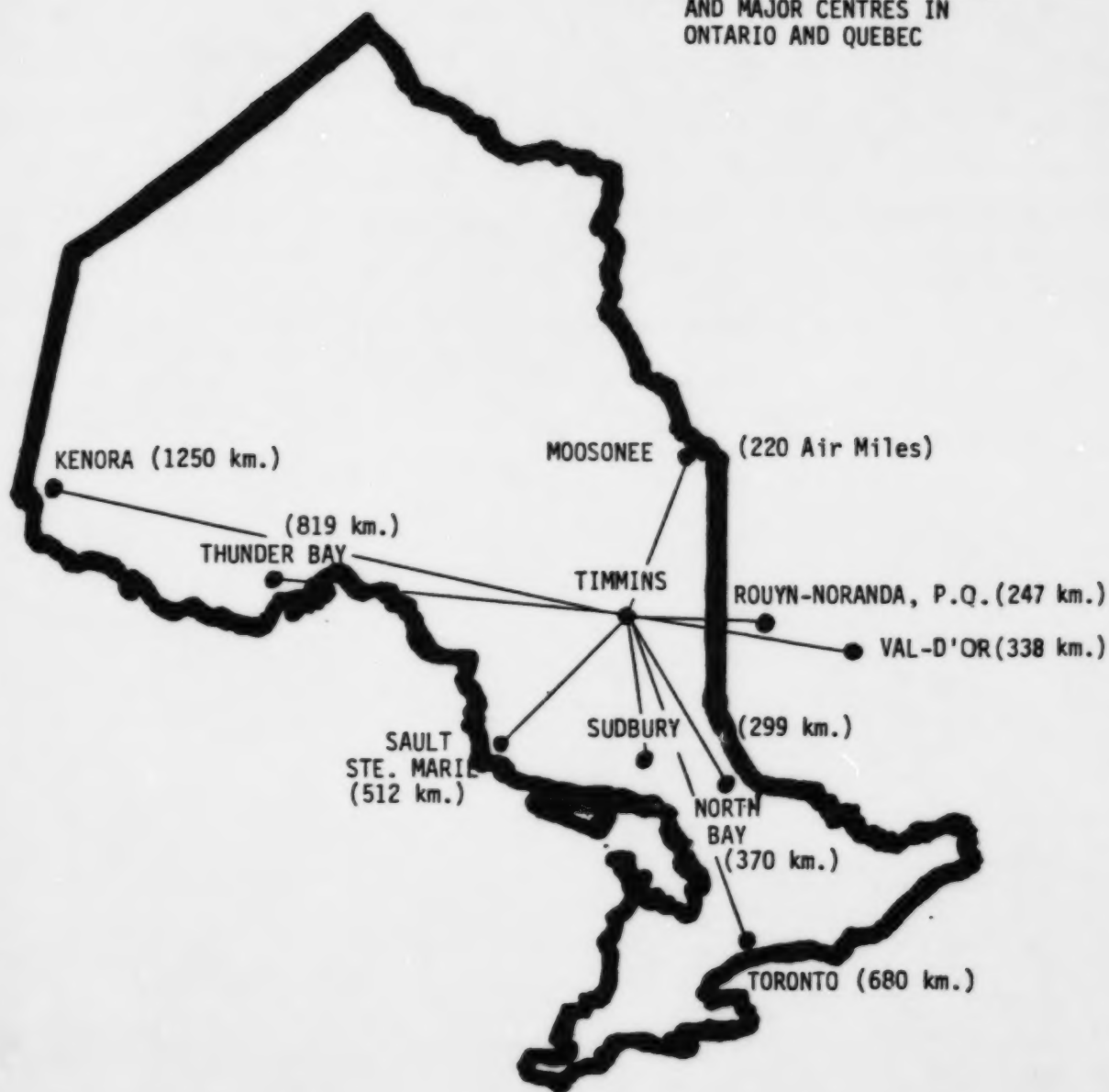
Timmins, population 46,000, is a major mining, forestry and regional centre for Northeastern Ontario and Northwestern Quebec. "Timmins Airport will play an important role in ensuring that stable development and maturation of the local economy continues."....."Reliable air services have been an important factor contributing to recent mineral exploration and development in the regional (such as Placer Dome's Detour Lake Mine). Aviation continues to play a major role in supporting efforts to attract more mineral related manufacturing and services.

"Diversification of this industrial base is actively being pursued by community leaders. An important component of diversification efforts has been directed at bolstering the second largest local industry: forest products..... Reliable air connections are necessary if Timmins is to meet successfully these opportunities." (Quote from Timmins Airport Impact Study, Transport Canada, January,, 1990, p. 1.1)

Distance by road from major centres in Southern Ontario make the Timmins Airport a vital link for business and commerce for the region. (Appendix A)

APPENDIX A

DISTANCES BETWEEN TIMMINS
AND MAJOR CENTRES IN
ONTARIO AND QUEBEC



Recent changes in air service into and out of Timmins resulting from the withdrawal of Air Canada jet service combined with the loss of Ontario Northland rail in Timmins make direct, timely and efficient turbo prop service to Toronto critical to the economy to the City of Timmins, its neighbouring areas and the many community airports that feed into Timmins as part of the journey to Toronto.. Present alternative public transportation to and from Timmins is an 11-hour ride by Ontario Northland bus or by train to Toronto. Time is money to commercial travellers. The greater the distance from large centres such as Toronto, the greater the need for direct point-to-point air service to Toronto. (Appendix B)

DEREGULATION

"The deregulation of air carriers in Canada and the United States has led to considerably more flexibility in market entry and pricing. In Canada, the effect has been the growth in "regional partner" airlines associated with the major carriers to service smaller provincial centres. In Timmins, as in many other communities, this has meant the replacement of jet service with slower but more frequent flights and better connections using turbo-prop equipment. Companies dependent on good air service have expressed their preference for this. The use of smaller aircraft is likely to continue in most regional markets."

(Quote from Timmins Airport Impact Study, Transport Canada, January, 1990, p. 28)

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APPENDIX B

TRAIN AND BUS SCHEDULES - TIMMINS/TORONTO

TRAIN - SUNDAY THROUGH FRIDAY

<u>Leave Timmins</u>	<u>Arrive Toronto</u>
8:00 A.M.	6:35 P.M.
<u>Leave Toronto</u>	<u>Arrive Timmins</u>
12:05 P.M.	10:50 P.M.

BUS - DAILY, SUNDAY THROUGH SATURDAY

<u>Leave Timmins</u>	<u>Arrive Toronto</u>
8:00 A.M.	6:15 P.M.
5:45 P.M.	6:45 A.M.
<u>Leave Toronto</u>	<u>Arrive Timmins</u>
12:45 P.M.	11:15 P.M.
12:30 A.M.	12:25 P.M.

It is obvious that Timmins will be served by turbo-prop service for many years to come. The City needs direct flights to Toronto to sustain its economic development. Should turbo-props be shuttled to other points near Toronto, it is probable that usage of Timmins airport services would decrease, increasing the likelihood of a snowballing effect in which current service would decrease through lower passenger loads, and so forth.

EFFECTS ON INDUSTRY IN TIMMINS

Many of Timmins' major industries, and companies that service these industries, maintain head offices in Toronto, and rely greatly on being able to get to their destinations quickly and frequently. Delays in transportation are costly and could significantly affect their business dealings. These effects could be in the form of reduced travel, since a greater time is required; relocation of meeting places to the Southern Ontario airport destination; or maybe even relocation of offices to that location because of access to air transportation to the north for personal and freight needs.

The effects of delays in obtaining replacement parts for industry cannot be emphasized too greatly. Presently, Timmins experiences excellent turnaround time from initial request to receipt of parts and service due to the current level of ten return flights

per day to Toronto. Surrounding community businesses rely heavily on this schedule to service their own customers. Reduction in timely receipt of parts and service personnel could cause unnecessary and costly delays, possibly even temporary shutdowns of plant operations.

ECONOMIC DEVELOPMENT

Resource-based industry, such as lumber and mining, have traditionally been a strong backbone and supporter of the development of Canada. However, Timmins, together with other resource-based communities in Northern Ontario, has a finite future through mineral development and is working to diversify its economy through secondary industry.

This diversification will continue only through the growth of strong economic development corporations which many of the northern municipalities have realized are necessary for the future. Decisions made by these centres for the economic development of the region have been made on the basis that the current transportation network, and it's direct accessibility to Toronto, will remain intact and continue functioning in the same manner.

Diversification demands accessibility to new markets and investors. Without quick, efficient air transportation to centres in the South, such diversification will not take place. If the market or investor is not accessed easily by the producer, or, conversely, the producer not have immediate accessibility to market and venture capital, industrial development would be hindered greatly, if not rendered impossible, for northern communities. A direct and efficient link to major centres is Northeastern Ontario's key to current and future development. Timmins needs continuity in its air travel to ensure its continued growth and future economy stability. (Appendix C - Growth in Airport Traffic)

TOURISM

One of Canada's fastest growing industries is tourism. Tourism is the second largest industry in Ontario. As with the rest of the country, tourism is becoming a key player in the economic growth of Northern Ontario. Many municipalities have spent thousands of dollars and endless hours of time and commitment to promote the advantages of the individual communities and to promote the development of tourism in their respective areas.

APPENDIX C

GROWTH IN AIRPORT TRAFFIC - TIMMINS AIRPORT [3]

"As Exhibit 3.5 shows, aircraft movements and passenger traffic have grown between 48-60% over the last 10 years. By 1988 the number of total recorded enplaned/deplaned (E/D) passengers stood at 190,000 (preliminary figure).

EXHIBIT 3.5 GROWTH IN AIRPORT TRAFFIC

	<u>Annual Growth 1977/87</u>	
	<u>Total %</u>	<u>Annual Compound %</u>
Air Carriers	55	4.1
Itinerant GA	60	4.4
E/D Passengers	48	3.2

From our discussions with airport fuelers we estimate that in addition to recorded traffic approximately 2,000 visitors arrived and departed by private and business aircraft. In addition to these 4,000 unrecorded E/D passengers, charter carriers reported 13,500 E/D passengers going to and from remote Northern communities and mine sites. Unrecorded traffic represents almost 10% of the reported passenger movements. In all, Timmins Airport handled approximately 207,500 E/D passengers in 1988."

[3] Timmins Airport Impact Study, Transport Canada, January, 1990 Exhibit 3.5, p. 17-18

Changes in accessibility to Timmins from Pearson International Airport will limit the amount of conventions and group meetings held in Timmins as most conveners look for direct connections between home city and destination city.

As a transportation centre for northeastern Ontario, connecting flights from the Timmins Airport serve a large number of northern outfitters and camps, a major tourism industry in Northern Ontario. Extra time spent by the client in travelling to the camp or lodge means less time spent at the outfitter, thereby reducing the outfitters' income. The probability is that the client will seek another vacation/hunting/fishing opportunity at a lodge more easily and quickly accessible by air, thus reducing travel time and increasing his leisure time.

As well, most of our international travel (business and pleasure) is by air, requiring a connecting flight out of Toronto, a critical link for travelling convenience.

HEALTH CARE SERVICES

Timmins is in the final stages in its plans for a new district hospital which will be the major health care centre in our region. Even with the new facility, Timmins must rely on the consultative services for special care needs.

Consulting physicians from Toronto (cancer specialists, neurologists, etc.) have regularly scheduled treatment days in Timmins. Patients from Timmins and area are able to receive specialized care near their home communities through this service. These doctors cannot afford extended time away from their patients in Metro Toronto and must be assured of one-day transportation to Timmins. If travel to other airports for turbo prop service into Timmins is made part of the equation, the north will see a reduction in health care services.

Conversely, if turbo prop service is moved away from Pearson International Airport, northern patients needing specialized treatment from health care facilities in southern Ontario be forced to either find alternative transportation or suffer from needless discomfort due to delays, transfers from other airports, etc.

THE FUTURE

What we need in our northern region is continued support and stability in our air transportation. Plans and studies have been done on the expansion of our Timmins facility which will provide us with better access to the major centres.

To plan efficiently and effectively for the future development of Northern Ontario, some factors must remain constant - necessary raw materials, ability to service industry and residents of the area and, direct transportation to major markets.

Any reduction in the current level of air service by eliminating the ability to directly access Pearson International Airport would effectively limit further economic development.

CONCLUSION

In closing, any changes to our present routes in and out of Pearson International Airport would certainly be detrimental to Timmins, Northeastern Ontario and Northwestern Quebec.

The Timmins Chamber of Commerce realizes the Panel has a great deal of responsibility to all user communities currently utilizing Pearson International Airport, but it is important that the needs of the northern communities not be underestimated.

Submitted by:
Brian Blahey, First Vice-President
Timmins Chamber of Commerce

90/04/10



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F.A. Dottori
President

March 6, 1990

FEARO Panel
Information Office
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Attention: Mr. Greg Silyk

Dear Mr. Silyk:

Re: Pearson International Airport

I am in total agreement that major and immediate improvements are required at Pearson International Airport. This airport has become an embarrassment to Canada. It now ranks with Heathrow and at its worst several years ago.

Pearson International is the major Canadian airport and has a significant impact on our economy. The airport must be efficient and safe. This can only be achieved by adding the additional runways and air control facilities as proposed.

I am sure some local residents will complain but I find it difficult to give them much credence. They were not coerced or forced to build or buy homes at the end of the runways. They are also free to relocate. I am sure none will suffer any monetary losses in view of the escalation of Toronto housing over the last 5, 10 or 15 years.

I presume the panel will treat the submissions by the "anti everything" groups accordingly.

The key issue that should be addressed is the safety factor due to the increased traffic.

I find the length of the process to be excessive. We are faced with a serious problem and time is of the essence. I can't believe it should take more than six months to attend to this issue.

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Tembec

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To: Fearo Panel
Mar. 6/90

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Let's get on with it before we have a serious accident while, at the same time, frustrating all air travellers.

Sincerely,

F. A. Dottori
F. A. Dottori

/11

cc: Minister of Transport
The Honourable Douglas Lewis
Place de Ville, Tower "C"
25th Floor
Ottawa, Canada
K1A 0N5



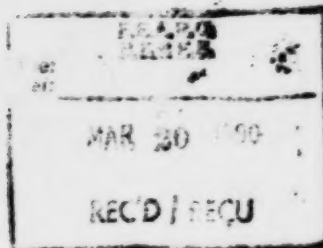
390 Bay Street
Suite 202
Toronto, Ontario
M5H 3Y7

March 15, 1990

Lois Griffin

Metro Councillor
Rexdale-Thistletown

BUS. 392-4026 RES. 742-2837 FAX 392-4120



[Mr. Guy Riverin]

Executive Secretary

Environmental Assessment Panel

Reviewing Air Transportation Proposals for
the Toronto Area

13th Floor, Fontaine Building

200 Sacré-Coeur Boulevard

Hull, Quebec

K1A 0H3

Dear Mr. Riverin:

Re: Forthcoming Environmental Assessment Panel - Lester B.
Pearson International Airport

Please find enclosed a copy of a letter dated March 14, 1990 which I have forwarded to the Minister of the Environment regarding the above matter. Would you please bring this correspondence to the attention of the Panel.

Thank you.

Yours truly,

B. Lynn Kennedy

Lois Lois Griffin
Metro Councillor
Rexdale-Thistletown

LG/lk

Enclosure



390 Bay Street
Suite 202
Toronto, Ontario
M5H 3Y7

March 14, 1990

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Lois Griffin

Metro Councillor
Rexdale-Thistletown

BUS. 392-4026 RES. 742-2837 FAX 392-4120

Honourable Lucien Bouchard, M.P.
Minister of the Environment
Terrasses de la Chaudière
28th Floor
10 Wellington Street
Hull, Quebec
K1A 0H3

Dear Honourable Minister:

Regarding the forthcoming Environmental Assessment Panel discussions, I have serious concerns about the process being followed.

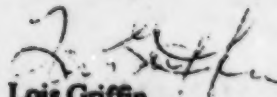
As I understand the process, the Panel will first study and report on the impacts of additional runways to the airport. Then it will examine the overall master plan for LBPIA, including its ultimate size, and its place in an overall transportation strategy for the Toronto area.

If there is to be comprehensive planning done, then the question of a master plan should be addressed before making any decisions about future runways. All of the regional transportation strategy options should be evaluated and a master plan be drawn up including limits on ultimate development, before any runway expansion is implemented.

I understand that the City of Etobicoke recently adopted a similar position.

I would urge you to reconsider carefully the steps necessary in this planning process so that there is a systematic approach to this matter which will fairly evaluate all of the proposals and their affects on the community at large.

Yours truly,


Lois Griffin
Metro Councillor
Rexdale-Thistletown

LG/ik



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**Aerospace Industries / Association des Industries
Association of Canada / aérospatiales du Canada**

Suite 1200, 60 Queen Street, Ottawa, Ontario K1P 5Y7
Tel: (613) 232-4297 Fax: (613) 232-1142 Tlx: 053-4456

27 February 1990

Mr. G. Silyk
Environmental Assessment Panel - Pearson
International Airport
7548 Bath Road
Mississauga, Ontario
L4T 4E5

Dear Mr. Silyk:

I understand that the Environmental Assessment process for the capacity expansion of Pearson International Airport (PIA) is about to identify issues and concerns that should be examined. The purpose of this letter is to put forward the concerns of the Aerospace Industries Association of Canada (AIAC) representing some 200 companies involved in the airframe, propulsion, avionics, communications, space and technical services areas.

Any aspect of the National Air Transportation system which does not function effectively and efficiently to demands of the market cause us concern. The travelling public from whom the majority of system funding is derived and for whom it is invested are understandably frustrated with seriously reduced levels of service at PIA. The commercial air carrier industry because of the inadequacies of PIA are experiencing revenue losses there.

This crisis in the Canadian air transportation infrastructure is a national and general economic impediment of serious proportion. The expense to the tens of thousands of daily travellers or would-be-travellers through PIA must be horrendous due to traffic delays, cancellations and reroutings. The revenue loss, real and potential, to the Toronto area due to lost convention and tourist traffic repelled by the situation at PIA must also be staggering. The additional costs to our air carriers and general aviation companies is wasteful and makes them less competitive.

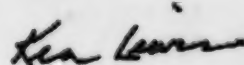
We plead with those conducting the environmental assessment to consider with special care the needs of the vast numbers of people who must or wish to travel through PIA. They are likely to have less representation than the customarily more vociferous and well organized "not-in-my-backyard" groups.

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The situation at PIA has both direct and indirect effect on members of the Canadian aerospace industry. Our general concern, however, parallels that of the travelling public. We hope that the environmental assessment will proceed quickly and permit the urgently increased capacity at Pearson to be acquired swiftly.

Sincerely,



K.E. Lewis
President

KEL/1a

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HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADADR. MAURICE FOSTER, M.P.
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ALL OTHER PLACES IN HOUSE,
DIAL "V" 280TH 0301
FAX (613) 993-3700OTTAWA, Ontario
K1A 0A6

April 6, 1990

Dear Mr. Connelly:

Re: Air Traffic Management in the Toronto Region

I wish to add my comments to those who have advised you of their concerns over the future of Northern Ontario airline access to Pearson Airport. As the federal Member of Parliament for Algoma riding I know how difficult it already is to connect to major domestic and international routes from most areas of Northern Ontario. In my case I use the Sault Ste. Marie and Sudbury airports extensively.

While I can appreciate the environmental and socio-economic concerns which your Panel must assess I want to emphasize that Northern Ontario access to Pearson must be maintained or improved. Any decision to reduce this access, while having marginal or even negligible environmental benefit, will seriously hamper the business and pleasure travel which now depends on access to major routes. I believe it would send the wrong message to the business investment community if any decisions were made to reduce this access.

I would like to see Pearson Airport expanded but I feel it would be a tragic mistake to shunt Northern Ontario flights off to smaller regional airports. In such a scenario it is not difficult for me to imagine it would take as long to drive door-to-door from Sudbury to one's destination in some areas of metro Toronto as it would to fly. This would indeed be a backward step.

You are no doubt aware that many major centres in Northern Ontario are as far from Toronto, if not farther, than New York, Detroit and Chicago! Your understanding and consideration in this matter will be greatly appreciated by the residents of Northern Ontario.

Yours sincerely,

Maurice Foster, D.V.M., M.P.
ALGOMAMr. Robert Connelly, Chairman
Environmental Assessment & Review Panel
7348 Bath Road
Mississauga, Ontario
L4T 4E5

Attn: Mr. Greg Filyk